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Coachmart

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September 7, 1989 Issue 553 £1

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**1988 B10M GLE JONCKHEERE
JUBILEE P599 12M, 49 recliners,
Grey/red moquette, centre sunken
toilet, double glazing, driver's berth,
drinks machine, fridge, wiring T.V. +
video, courier seat, TELMA retarder,
power entrance door, White + blue/
orange reliefs.**

**1985 (SEPTEMBER) B10M GLT
PLAXTON PARAMOUNT 3500 12M,
49 recliners, Brown moquette, rear o/s
toilet, continental door, double glazing,
driver's berth, Webasto heating, AIR
CONDITIONING, TELMA retarder,
courier seat, power entrance door,
wiring T.V. + video, drinks machine,
curtains, Tempo 100 equipment,
splitter gearbox, Cream + orange/
brown reliefs.**

**1983 B10M BERKHOF EVEREST
12M, 49 recliners, Autumn tint
moquette, power door, courier seat,
rear toilet, drinks machine, berth, T.V.
+ video, Webasto, TELMA retarder,
splitter gearbox, Yellow/blue/orange**

**1982 B10M DUPE GOLDLINER III,
12M, 49 recliners, power door, rear
sunken toilet, Brown moquette, White/
blue.**

BOVA

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INTEGRAL 12M,
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**1985 FUTURA FHD 12.280 Integral
12M, 49/53 recliners, Red moquette,
centre sunken demountable toilet,
continental door, driver's berth,
TELMA retarder, drinks machine, fridge,
speed limiter, Webasto heating,
power entrance door, courier seat,
curtains, wiring TV + video, White +
orange reliefs.**

**1984 EUROPA III Integral 12M, 45
Futura seats, Blue/grey moquette,
(42 recliners + 3 fixed), power door,
courier seat, curtains, centre sunken
toilet, rear servery, drinks machine,
gangway carpet, continental door,
wired T.V. + video, Webasto heating,
Blue/white.**

**1984 CALYPSO INTEGRAL 12M,
53 recliners, Red moquette, rear
continental door, courier seat,
Cream + orange/primrose reliefs.**

**1983 EUROPA II INTEGRAL 12M,
51/53 recliners, Red moquette, coffee
machine, courier seat, White +
orange reliefs.**

DAF

**1987 (NOVEMBER) DKFL CAETANO
ALGARVE 12M, 53 recliners, Autumn
tint moquette, power door, courier
seat, curtains, continental door,
Yellow/brown/orange.**

**1987 DKVL CAETANO ALGARVE
12M, 49 recliners, Brown/orange
moquette, power door, courier seat,
toilet, berth, blinds, double glazing,
soft trim, wired T.V. + video, Duo blue/
white.**

**1982 (AUGUST) DKTL PLAXTON
SUPREME VI 12M, 53 'E' type seats,
paramount front, double glazing, Red/
white/blue.**

FORD

**1979 R1114 PLAXTON SUPREME, 53
str. Brown moquette, curtains, side
locker, twin fuel tanks, Jake brake,
driver's fan, Red/white/grey.**

**1979 R1114 DUPE DOMINANT II, 53
str., power door, courier seat, Bristol
dome, Green moquette, Red/white.**

**1978 R1114 PLAXTON SUPREME,
53 str, Red moquette, power door,
armrests, all White.**

**1978 R1114 DUPE DOMINANT I,
53 str, power door, Red moquette,
Red/white/blue.**

MOSELEY

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Left-hand version on display

BEDFORD

1977 Bedford YLQ Plaxton Supreme, 45 seats, autumn tint moq, livery white.

1976 Bedford PJK Duple Dominant, 29 seats, new MoT Dec '89.

1974 Bedford YRT Duple Dom, 53-seater, p/door, red moq, livery white.

AEC BRISTOL

1979 AEC 760, 12 metre Plaxton 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1978 AEC 760, 12 metre, Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1975 AEC 760, 12 metre, Plaxton, 53 seats, 6-speed ZF, autumn tint moquette, Bristol dome, side lockers. Livery grey/red. MoT June 1990.

1974 Bristol LHL, 11 metre Duple, 53 seats, autumn tint moquette. Livery white/black.

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT.

1981 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 moquetted seats, ZF 6-speed, MoT July 1990.

1981 Leyland Leopard, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6-speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette.

1980 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6-sp.

1979 Leyland, 12 metre Dominant, 49 seats, MoT Feb 1990.

1976 Leyland Plaxton Express, 49 seats, choice of 2.

1974 Leyland Leopard, 11 metre Duple Dominant 49 E type seats, semi-auto gearbox, side lockers, autumn tint, livery white.

FORD

1980 Ford R1114 Duple Dominant Express, 53 seats, red moquette, white/blue.

1979 Ford R1114 Duple Dominant Express 53 seats, (re-moquetted grey/blue), livery blue, MoT Sept 89.

NEOPLAN

1982/3/4 Neoplan Skyliners, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

DAF

1988 DAF SBR3000 Plaxton 4000 four star, 74 recliners, toilet, TV, etc. 147,000K from new.

MINIBUSES

1988 (E) Ford Iveco Reeve Burgess Beaver, 21 moquette seats, boot, power door, radio, excellent condition.

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DAF

1985 (B) DAF SB3200 Van Rooijen Odyssey, 49 seats, integral side lockers, power door, ducted heating, wheel discs, radio/pa/cassette, interior red/grey, exterior white, new MOT.

1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.

1983 DAF MB Van Hool Alizee H, 51 reclining seats plus courier, ducted heating, side lockers, power door, box and wiring for 2 toilets, fridge, drinks machine, driver's bus seat, interior brown stripe, exterior white, MoT April 1990.

1983 (Y) DAF MB Plaxton Paramount 3200, 46 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.

1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

1980 (W) DAF DKTL Duple Dominant IV, 50 reclining seats, 4 heaters, power door, curtains, radio/pa/cassette, interior brown stripe, exterior white with blue stripes, MoT December 1989.

SOLD

FORD

1976 (P) Ford R1114 Duple Dominant, 49 seats, express power door, 3 heaters, interior yellow/brown, exterior red/white, MoT.

SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

VOLVO

1988 Volvo B10N Plaxton 3500, 53 reclining seats, rear sunken toilet, continental door, courier seat, beige and red interior, exterior white with red and yellow relief. Choice of 3.

1983 Volvo B10M Berkhof Esprite, 49 reclining seats plus courier, power door, ducted heating, Telma, under floor lockers, radio/pa/cassette, box and wiring for tv, drinks machine, fridge, interior grey/red/orange stripe, exterior white/blue and green, MoT November 1989.

1981 (X) Volvo B58 Plaxton Supreme IV, 53 remounted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.

1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox, 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

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AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.

1978 (S) AEC Reliance 760 Duple Dominant II, 53 seats, power door, side lockers, semi auto gb, interior autumn tint, exterior white, MoT May 1990.

DOUBLE DECK BUSES

1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.

1973 (M) Daimler Fleetline Park Royal, 75 seats, interior maroon PVC, exterior blue/yellow, MoT January 1990.

1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

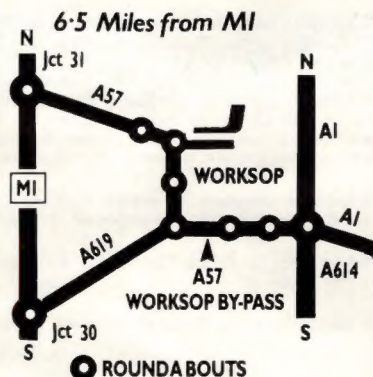
1972 (L) Atlantean Park Royal, 75 seats, interior brown, exterior blue/yellow, MoT September 1989.

BEDFORD

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990.

1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.

1973 (M) Bedford YRQ Willowbrook Service Bus, power door, luggage racks, interior beige, exterior cream/red, MoT November 1989.



LEYLAND

1986 Leyland Tiger 260 Duple 240CI X, auto transmission, Eberspacher heater, continental door, demountable rear off-sets, radio/pa/cassette, 49r seats + courier, ext white, MoT 25.05.90.

1985 Leyland Tiger Duple Laser II, hydraulic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.

1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.

1984 Leyland Tiger 245 Plaxton Paramount 3500, side lockers, ext white, MoT 24.03.90.

1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.

1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side lockers, ducted heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.

1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.

1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.

1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.

1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.

1982 Leyland Leopard Duple Dominant IV, ZF gearbox, power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.

1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.

1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90.

1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89, choice of 3.

1980 Leyland Leopard Duple Dominant II, semi-auto gb, side lockers, power door, Webasto, Bristol dome, 50 Chapman r seats, int retrim brown/red stripe, ext white, MoT 10.11.89.

1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.

1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.

1972 Leyland Leopard Plaxton Elite, power door, autolube, side locker, 2 heaters, radio/pa/cassette, 40 fixed seats, int autumn tint, ext red/cream, MoT 23.11.89.

Evening telephone numbers:

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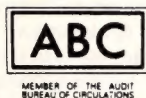
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NEXT WEEK

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Millar
visits**



Carlyle Bus Centre

**Licensing and Legal
NEWS AND VIEWS**

Plus much, much more

Topline grabbed by Stagecoach

STAGECOACH Holdings, fresh from its acquisition of Southdown (*Coachmart*, August 31), has added another operation to its empire and could be the industry's first £100 million turnover private bus company by this time next year.

Chairman Brian Souter told *Coachmart* that Southdown has now acquired full control of Topline, the company it ran jointly with Eastbourne Buses to compete for local services in Hastings.

'We are keen to react more quickly in Hastings if the need arises,' he said.

Two members of the old management team at Southdown, managing director Philip Ayers and financial director David Charlton, have left following Stagecoach's purchase, but Souter said he was confident that the other two, engineering director Michael Gooch and commercial director Roland Higgins, would accept employment offers made by the new owner.

These changes have come as Stagecoach has released its financial results for the year to April 30 which show, before this year's acquisitions of East Midland, Ribble and Southdown, that turnover was up by over 40 percent and bus



**Brian Souter and Ann Gloag:
Delighted by results**

operating profits were up by over 42 percent.

Compared with the year to April 1988, turnover was up from £26.3 million to £36.8 million and bus operating profits rose from £1.5 million to £2.1 million.

The company says the latest acquisitions mean its 1989/90 turnover will rise at least to £90 million.

The previous year's figures benefited from £2.8 million property disposals; this year, only £1.4 million was realised, hence a 19.2 percent fall in pre-tax profits to £3.5 million.

Souter and his sister, managing director Ann Gloag, said they were very satisfied by the results and said they realised forecasts made last December.

COACHMART Says

ASK around the industry to find out what everyone's favourite colour is and the answers will be many and varied.

Ask the same questions around political circles and the answer is much clearer. Green.

Environmental issues are rising rapidly to the top of most ambitious politicians' agendas and are even being recognised in some highly influential business circles, with Sir James Goldsmith's proposals to save the South American rain forests being but one example.

They will play an increasing part in the way that the bus and coach industries function in the 1990s and beyond.

In one way, they could blow a great deal of good, for the bus is at last being recognised as this industry has always recognised it – as an efficient means of moving large numbers of people around congested towns and cities.

We can expect to see more work flowing the way of

operators prepared to run scheduled services in built-up areas.

But the green 1990s will also bring pressures on the industry which will affect the way it operates.

Buses are already subject to noise and smoke emission restrictions and there is every reason to expect further controls to be placed on these in future.

And the diesel engine, once thought to be a virtuous device by comparison with lead-emitting petrol engines, is now frowned upon by environmentalists.

Expect also to learn that the Department of Transport will one day impose controls on how you operate your depot.

Truck operators already face the possibility of limits on their hours of operation from depots near residential developments and can find themselves unable to expand without moving to new locations.

Ipswich woos drivers

IPSWICH buses is to launch a positive initiative to attract new customers to its services.

Local garages, which provide car servicing or repair services, will be able to provide their customers with a Customer Card, providing free travel on any Ipswich or Suffolkbus service.

Managing Director, Barry Moore, told *Coachmart* that this new idea was the consequence of lateral thinking. Garages will be introduced to the scheme on September 19. Moore believes that not only will new customers be introduced to the buses, but garages will also benefit in that they will be relieved of the cost and inconvenience of providing loan cars or taxi service.

Although the bus market in Ipswich is described as being buoyant, the Customer Card is the first product of a serious look by the company at expanding its market. A survey of 150 garages produced a positive response to the idea, and it is hoped that the full scheme can be operational later in the autumn.

Garages will have to buy the cards from Ipswich Buses. Additional publicity material will contain free timetables and explanatory leaflets each bearing the garage name. Bus drivers will be alerted to the new customer by the distinctive nature of the card.

Although it is anticipated that the average user will use the bus for a return journey into town, Moore did stress that, 'the card would provide unlimited cover for as long as the car was in for repair.'

Port flourishes

COACHES using the port of Ramsgate increased by 3 percent in July, compared with the same month last year, while the total passenger increase was four per cent.

Overall percentage increases over the past two years compare very favourably with Dover, says a port spokesman.

It says the increase stems from Sally Line's success in winning an increased share of the cross-channel market.

Police in bid to solve coach parking problems

FOLLOWING a meeting with members of the London Coach Operators Association the Metropolitan Police have taken urgent steps to solve coach parking problems in Shaftesbury Avenue and around Buckingham Palace.

Sergeant Bob Pilbeam of the Metropolitan Police Coach Advisory Service requests the assistance of operators in these

two areas. Pilbeam readily acknowledges the lack of suitable parking. However, he does stress the need for co-operation from tour and coach operators.

The most important message is that drivers should wait no longer than is necessary to unload or load. Wherever possible alternative set-down and pick-up points should be used.

As far as Shaftesbury Avenue is concerned the police wish drivers to observe the instruction that they set down on the north side of Shaftesbury Avenue, and then at pick-up time approach from Cambridge Circus and stop no nearer than Wardour Street.

Operators are warned that if a coach is able to stop and set passengers down close to Buckingham Palace there can

be no guarantee that they will be able to pick up afterwards.

The Metropolitan Police give advance warning of the following special events which will result in the need for special traffic arrangements:

- Northumberland Avenue will be closed on September 10-24 and November 26, because of crane operations and building movements.

- A tower crane removal will result in congestion in Pall Mall on October 7-8.

- Savoy Street will be closed for about six weeks, together with lane closures in The Strand.

- A 'March for Jesus' on September 16 will cause traffic disruption for several hours from 10.45pm as it progresses from Victoria Embankment via Whitehall and Park Lane to Hyde Park.

Metrobus dispute

THE focus of the dispute surrounding the last 53 Metrobus double-deckers built by Metro-Cammell Weymann has settled on one customer, West Midlands Travel.

Both WMT and Strathclyde Buses have been demanding written assurances that the buses would be covered by two-year warranties and provided with parts support after MCW either ceases production or sells the design rights to another manufacturer.

Twenty-eight WMT and 25 Strathclyde buses were apparently being withheld at MCW's Birmingham factory while the operators sought these assurances.

WMT has placed the matter in the hands of solicitors who have taken up the dispute with MCW.

Jobs lost

THE closure of Lancaster City Transport's small Kendal depot after September 2, because of withdrawal of their services to Kendal and Ambleside, has resulted in two job losses.

Ian Bevan, LCT Financial Director, told *Coachmart*: 'The closure is for commercial reasons.' Bevan added that the decision had been taken with considerable regret after the company had expanded into the area following deregulation. There had also been difficulties with recruitment in the area.

LCT withdrew from its Kendal town routes earlier in the summer, and has now followed this with its trunk route into Cumbria. Bevan added that further consolidation will take place from October 2, when the Preston and Blackpool route will be withdrawn.

Company chairman Derek Sykes said: 'Unfortunately, whereas there has been utilisation of the services, patronage could have been better and sadly, a commercial decision has been made to withdraw the operations.'

Lonsdale Coaches Ltd, the LCT subsidiary which was acquired on July 1, will continue its coach hire operation, but will be relocated within existing LCT premises later in the year.

October 2 will see the introduction of four second-hand Optare City Pacers from South Midland.

The company is retrenching to protect its former operating stronghold in the Lancaster/Morecambe conurbation where it faces strong competition from the Stagecoach-owned Ribblesdale company.

Carlton in bus market assault

IN one of its first moves since it was acquired by National Express, Neoplan dealer Carlton PSV has revealed plans for a fresh assault on the UK bus market.

It is bringing at least 12 SLII Gardner-engined single-deckers into the country later this year. They will have low entrance layout with a single-step entry and a second step ahead of the rear axle.

All will be fitted with 242bhp Gardner 6HLXCT engines and ZF 4HP500 automatic gearboxes with integral retarders. They will have ZF power steering.

Carlton says Voith or Renk automatic gearboxes will be



SLII: More on the way to the UK

available as options in the SLII.

The decision to import these additional vehicles comes two

years after the company brought one SLII into the country and placed it in service with SUT, the Sheffield-area operator which, like Carlton, was bought by National Express from ATL Holdings.

The original UK SLII has a two-step entrance layout.

Carlton told *Coachmart*: 'The SLII's high capacity will prove very popular to even the double-deck operator and it is a definite concerted attack on the citybus market by Carlton to establish a foothold with a quality stage carriage vehicle.'

It is keen to sell the first of these vehicles to companies outside the National Express group.

Impact takeover

ONE of the leading tour operators serving the Scottish market, Carlisle-based Impact Holidays, has been taken over by Voyager International.

Voyager is owned by Selby-based coach operator Ian Stockdale, who has a fleet of around 14 vehicles, but has no plans to change Impact's policy of contracting coaches.

Neither party is disclosing the value of the acquisition, which

involves Voyager taking over all of Impact's staff and its 23,000 to 24,000-seat programme of tours into Scotland where it reckons it is second in the market to the International Leisure Group.

Voyager is a similar-sized operation serving different travel markets and there are no plans to merge it with Impact, although some administrative functions may be capable of being co-ordinated.

Three in bid for Dartline

THREE bodybuilders are negotiating with Duple International to take over manufacturing rights for the Dartline body used on the Dennis Dart midibus.

Duple chief executive Richard Owen told *Coachmart* that two companies have joined the Plaxton group in expressing an interest in taking over production of the Dartline body, the first examples of which are being built at Duple's Blackpool factory, ready for display at the Coach and Bus Show at the NEC in October.

Plaxton has already bought manufacturing rights for Duple's other products, the 300 Series of coach and bus bodies and the Integral 425 coach, as well as acquiring the Duple name and its parts and service operation.

'The Plaxton group is one of the early parties to have expressed an interest in taking



Dart: Plaxton and others are interested

over the Dart body,' said Owen.

He added that seven companies had expressed an interest in building the body and two of these were to hold board meetings this week to decide on their future plans.

Duple is looking for a buyer to take over the precision jigs and design of the Dartline body and exclusive rights to build that

body. But Dennis expects that other bodybuilders will be permitted to build their own body designs on the Dart in the near future.

Plaxton is to move the jigs and tools for the 300 and 425 ranges from Blackpool to its Scarborough factory. It also owns the Reeve Burgess mini and midibus coachbuilding/

conversions business in Derbyshire and the Mellor Coachcraft minibus convertor in Rochdale.

Duple is committed to building Dartline bodies on the first 40 Darts to be built by Dennis.

The first, a nine metre model for Hutchison's of Overtown, is being built and, according to Owen, may be exhibited at the NEC show.

He said orders for other vehicles in the first run of 20 Darts cannot be announced until customers confirm whether order plans made before Duple announced its withdrawal from coach and bus manufacture are recommitted.

The second 20 vehicles will be a mix of 8.5 and 9 metre versions, but Owen says plans are flexible enough to permit another bodybuilder to take over all or part of the initial production run if circumstances permit. 'All the signs are that we will build all of the first 40,' he added.

A prototype 8.5 metre Dart is being built to London Buses requirements, initially as a 28-seater, but with space for significantly more seats.

The demonstration Dart has been certified and has at last begun a national programme of evaluation by operators, starting last week in Plymouth.

Owen added that Duple expects to continue to wind down coach production at Blackpool until the end of the year.

He said some workers had left the company earlier than expected and up to 80 others are having their employment extended beyond October 6 to meet outstanding orders for bodies on Dennis Javelin chassis and for Integral 425s.

New A1 service area

A STYLISH new service area is opening on the A1 at Colsterworth near Grantham, offering various facilities for coaches.

Granada's new development will be the first in a 10 mile stretch to offer a stopover for coaches plus 24 hour fuel, a Country Kitchen restaurant, shopping and toilets.

There will also be a 38 room Granada Lodge for overnight stops and indoor and outdoor children's play areas.

Granada marketing director Brian Stacey said: 'We will be the first to offer a stopping place for coaches in the Grantham area.'

'Granada realises the importance of catering for coach drivers who are responsible for the comfort of many passengers. We will ensure the best service for these drivers who need to be last off and first back on to their coaches.'

London show

C OACH operators will get the chance to update and improve their itineraries at a London exhibition on November 6.

The show is organised by the London Tourist Board and is titled 'Coach Approach 89'. Some 50 exhibitors will be there and included is a seminar highlighting new places to visit in the capital.

LTB's head of marketing Catriona Campbell told *Coachmart*: 'Some 20 new attractions in the past year alone prove that the capital has even more to offer coach operators.'

Around 350 participants are expected at this year's exhibition, including some from Europe, as a result of co-operation with P&O Ferries and Sealink.

Tunnel plan

O PERATORS who suffer nightmares driving in East London will be pleased to hear that improvements are on the way for the Blackwall Tunnel.

The Department of Transport has announced the letting of a £2.5 million contract for equipment to monitor and control traffic.

The Metropolitan police are to build a new building to house the equipment.

As well as the Blackwall Tunnel, the new system will have the capacity to control the Rochester Way relief road, and the planned East London River Crossing, Limehouse Link Tunnel and the East India Dock Tunnel.

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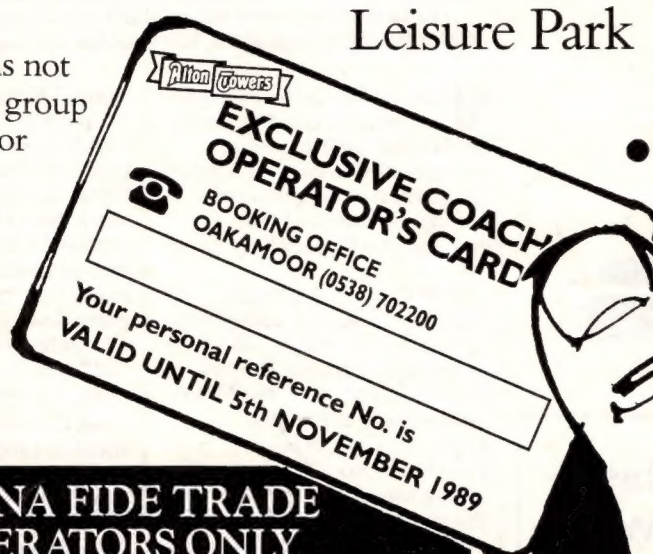
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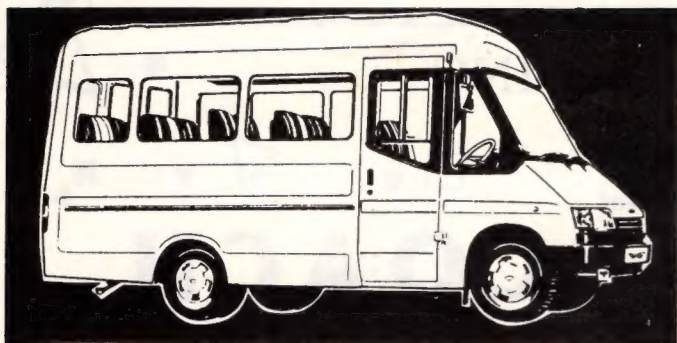
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NEWS

Viscount is new Cambus spin-off



The first of four new Optare StarRiders, delivered at short notice for the launch of the Viscount bus network.

VISCOUNT is the new name for bus and coach travel in the North Cambridgeshire territory of Cambus. *Coachmart* was invited to the preview before the launch of the company on Sunday September 10.

Paul Cooper, Managing Director of the new subsidiary of Cambus Holdings said he would like Viscount Bus and Coach Co Ltd to be 'the Marks and Spencer of the bus industry'. Cooper told *Coachmart* his 120 vehicle off-spring would be 'responsive to the customers, by tailoring the services to suit their needs'.

Highlighting some of the new initiatives Cooper said all buses would be no-smoking, and as a consequence more 'user friendly'. Coaches in the bright white and yellow fleet would only have a small rear area for smokers. As an example of Viscount's response to market needs, vehicles on Cambridgeshire subsidised services are being refurbished to incorporate non-slip flooring, bright handrails, and special identification plates for the partially sighted.

New Optare StarRiders on display featured the new improvements and together with examples of older repainted buses from the fleet showed off the dramatic effect of the well conceived, yet simple livery.

Although the coach fleet inherits a number of Leyland Tigers, fleet engineer Alan Myland told *Coachmart* that he favoured Volvo for long term reliability. One problem that Myland faced regarding future vehicle orders was the availability of Volvos with wide

doored Plaxton coach bodies.

Coach activity of the former Cambus operation was reported by commercial manager Colin Morris as having established a sound base for future expansion. Morris claimed that he had a high proportion of repeat business and had expanded the range of destinations within their tours and holiday programme.

The headquarters of Viscount is the former Peterborough tram sheds in Lincoln Road. Closure of the tramway gave the Eastern Counties Omnibus Company of Norwich responsibility for the City bus service. In 1984, prior to privatisation, Cambus was formed out of Eastern Counties to take over the depots around Cambridge and Peterborough.

A team of six managers was successful in a 1986 buyout, and the consequent split to form Viscount has given the local managers the opportunity to run the self-contained unit, which is very anxious to develop the established goodwill. The public launch of Viscount kicks off with a family fun day, complete with clowns, Morris men, clog dancers and Stamford Town Band playing from the top of a former Eastern Counties open top Bristol FLF.

Cash for Ken

A TOTAL of £1,000 has been donated to charity following the recent death of Ken Kirkby.

The money was given by friends and former business colleagues in memory of Ken. £729.50 has been handed over to the Midlands Asthma Allergy Research Association in Derby and the rest has been used to buy two nebulizers.

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**1985 (C) VOLVO B10M GL – CAETANO
ALGARVE EXECUTIVE.** 51 recliners, rear
offside sunken toilet, continental door,
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1983 (P.P.) BOVA EUROPA II, 52 recliners,
courier seat, radio/cass., Webasto, wheel
trims. **£42,750.**



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wheeltrims. **£49,950.**



1986 IVECO 79.14/VIANA GL. 19 seats,
power door, tinted windows, reading lights,
curtains. **£25,950.**



**1983 (Y) AEC 760 11M S/AUTO – PLAXTON
SUPREME V.** 45 recliners, Bristol dome.
£26,950.



1980 (V) VOLVO B58 – DUPLÉ DOMINANT II.
56 recliners, power door, tinted windows,
radio/cassette, courier seat, Bristol dome,
side locker. **£24,950.**



1986 (C) DAF 2300 DHS/LAG GALAXY. 53
recliners, plug door, courier seat, Webasto,
curtains, continental door. **£59,950**



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FIXED PENALTIES MAKE LIFE SIMPLE



.. "OR OVERSTAYED ITS WELCOME AT A METER!.."

I HAD to smile the other day when I read a report in my local paper of the bus driver who, completing his meal break, and "taking over" his bus from the (already departed) previous driver, discovered a "fixed penalty" ticket on the windscreen!

As I explained in my recent article on the Driver Conduct Regulations, whether an offence was committed in this instance depends on whether the vehicle was parked at a place where it was specifically permitted to wait longer than is reasonably necessary merely to take up or set down passengers. Most operators obtain such

IN number 25 of a series of articles on PSV law, Paul Fawcett, of Central Manchester College of Technology, looks at fixed penalty offences.

permission from the Police and Highway Authorities in respect of their driver relief points, so in all probability in this case the traffic warden who issued the "ticket" was being over officious.

However, let us assume, by way of illustration, that the bus was on a newly registered route, and the operator had not

obtained any such agreement about this new relief point. The departing driver (who, obviously, should never have left his vehicle unattended) committed a traffic offence (illegal parking), listed in Schedule 3 of the Road Traffic Offenders Act 1988. Schedule 3 contains nearly three dozen offences which can be dealt with under the fixed penalty system.

"Moving" and "Non Moving" Traffic Offences

If a policeman or traffic warden believes a fixed penalty offence has been committed he can make out the prescribed notice in writing (the "ticket") and either hand it to the driver or affix it to the vehicle.

Traffic wardens in uniform aid police in carrying out certain traffic regulation functions and in traffic law enforcement. In addition to their more usually

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Leyland Tiger 250 Cummins manual with Plaxton Paramount 3500 3 star coachwork and double glazing.

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Leyland Tiger 290 Cummins manual with Plaxton Paramount 3200 2 star coachwork.

Leyland Tiger 290 Cummins automatic with Plaxton Paramount 3500 3 star coachwork and double glazing.

Leyland Tiger 250 Cummins automatic with Plaxton Paramount 3200 1 star coachwork.

Leyland Tiger 250 Cummins automatic with Plaxton Paramount 3200 2 star coachwork.

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Volvo B10M GL Ikarus 358 with centre demountable toilet, pannier lockers, full double glazing, reclining seats and crew seat.

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understood functions in connection with on street parking, they may pursue enquiries as to the identity of drivers of vehicles and control traffic movements ("point duty").

Failure to comply with their directions when they are so acting is an offence. However, apart from this specific instance, they do not have the same powers as police to stop vehicles. Thus "moving traffic" fixed penalty offences, such as speeding, can only be dealt with by the police.

Some "fixed penalty" offences carry obligatory endorsement. These tend to be moving traffic offences where there will be no question of the ticket being affixed to the vehicle – it will be handed to the driver.

Provided he admits the offence and agrees to pay the penalty he will have to surrender his licence for endorsement of the necessary penalty points (if it is not immediately available he may produce it within seven days at a police station of his choice for

Some of the more common fixed penalty offences

- **Parking offences, include those connected with the use of parking meters.**
- **Lighting offences by stationary or moving vehicles.**
- **Failure to display a current excise licence disc.**
- **Breach of Traffic Regulation Orders (one way streets, banned U-turns, play streets etc)**
- **Failure to comply with traffic directions or signs.**
- **Breaches of the Construction and Use Regulations.**
- **Driving unlicensed.**
- **Failure to stop on being required by a Police Constable in uniform.**
- **Speeding.**

the necessary endorsement to be made). A receipt, valid for two months, is issued to replace the licence until it comes back from DVLC!

If the penalty points on the licence plus those related to the current offence exceed 11, thus

making the driver also liable to disqualification, he would be prosecuted and not issued with a fixed penalty "ticket".

Payment of the penalty

The standard fixed penalty is £12 for a non-endorseable offence and £24 for an endorseable offence, payable normally within 28 days, or as specified on the "ticket". Payment is not made, indeed, cannot be made, at the time of the offence to the officer who issues the ticket. Of course the driver may within that time request a court hearing if he disputes the offence.

If he doesn't pay within the time limit the penalty is increased by 50 percent to £18 or £36 and he is presumed guilty of the offence.

Keeper liability

The registered owner of the vehicle with which the offence was committed is ultimately responsible for the payment of

unpaid fixed penalties.

Application of this harsh but administratively necessary rule is mainly only required in those cases where a ticket has been affixed to the vehicle, such as where a vehicle has been illegally parked or overstayed its welcome at a meter.

The owner is served with a notice of the offence within six months and given a period for payment. The notice obliges him to either pay the fine or complete a statutory statement of ownership (he may, for example, have sold the vehicle before the offence was committed). A statutory statement of facts (for example, the vehicle may be on loan to a "friend") relating to the offence can be furnished on a voluntary basis.

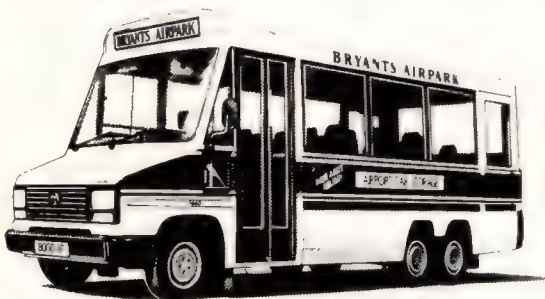
In the case of a vehicle hired for a period of less than six months (for example by a vehicle hire firm) the owner can avoid liability by obtaining an indemnity from the hirer.

Fixed penalty offences

The more common "fixed penalty offences" are given below. The operation of the system relieves our already overcrowded traffic courts of an enormous burden, freeing them to deal thoroughly with the more serious types of disqualifiable offence, like reckless driving. I will be dealing with police powers of arrest and prosecution in relation to such offences next.

The fixed penalty system may appear as rough justice to some, but they should remember, they can always go to court and plead not guilty. If however, they should be convicted, the penalties which the court can impose are much higher than £12, £24 or even £36!

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QUICK QUIZ

1. If a driver fails to pay a fixed penalty fine for a non endorseable offence within the statutory time limit, he be presumed to be guilty of the offence and the fine will be increased to

- a) £12
- b) £18
- c) £24

d) £36

2. The statutory time limit for payment of a fixed penalty fine is

- a) 14 days
- b) 21 days
- c) 28 days
- d) 42 days

Answers: 1. (b); 2. (c)

Saffords escape in parking rumpus

The overnight parking of coaches in St Neots led to the appearance of Saffords Coaches Ltd, of Little Gransden, Sandy, Bedfordshire, at disciplinary proceedings before the Eastern Traffic Commissioner, Brigadier Compton Boyd, in Cambridge.

The Commissioner was considering taking action against the company's PSV operator's licence, following complaints from members of the public and the police.

At the start of the proceedings, Mr Boyd said his powers were limited to those contained in the various acts and regulations. There were some matters he could consider and there were other matters he could not consider. He had no power to consider environmental issues, for example noise, disturbance, pollution, etc. Road safety was a matter for the police and Highway Authorities etc.

When an operator applied for his operator's licence he had a large form to fill in. In part of that form he had to declare his operating centre or centres. He was making a statement of intent that he intended to keep his vehicles at his operating centre. The definition of an operating centre was the base or centre at which the vehicle was normally kept. If he was satisfied that any operator had not normally kept his vehicles in his stated operating centre he could take action against the licence on the grounds that he had not fulfilled a statement of intention made when he applied for the licence.

He would be interested to hear where allegedly Saffords vehicles had been parked because normally when not in use they should be parked at the operating centre. He wanted to hear about the sitings of the vehicles, not the disturbance or road safety issues.

Mrs K M Soulsby, of 2

licensing & legal



WEEKLY REPORT ON LAW AND THE COACH OPERATOR By Michael Jewell

Masefield Avenue, Eaton Ford, St Neots, said she lived in the corner house at Masefield Avenue and Byron Place. Both streets were cul-de-sacs. She had been aware for a long time of one coach driver constantly driving into the street at 9am every morning and leaving about 3.20pm.

She had been naive and thought it was a school bus dropping children at a nearby school. It was only when the second coach started arriving

last August that people started asking why they were being used as a bus park. The bus was coming constantly, being parked next to the house at frequent intervals during each hour. It was also being parked overnight and for full weekends.

The driver had spoken to her, saying that he had been through it with Mr Safford, and he could park his bus where he wanted to and she could not stop him. She had kept a note of dates and times after a traffic examiner had visited her at the end of March.

Mr M C Safford, a director, said many of the observations related to meal breaks times, lay over times. Those occasions came into the realm of a traffic offence not an operator's licence offence. Other observations were a different matter. If the driver had been parking in the layby adjacent to the school overnight, he would concede he had been contravening the regulations.

In reply to Mr Safford, Mrs Soulsby said the vehicle parked in the layby did not affect her but it affected lots of parents at the school who could not get in to drop their children off.

Mr Boyd commented that he was not interested in who the parking affected, because that was getting into environmental issues. He was concerned with the fact of whether the vehicle was there or not when it might have been in its operating centre.

Mr Safford said vehicles were kept at the operating centre essentially for overnight parking. The company had two bases, and when vehicles disappeared between bases or when they did contracts they were legitimately required to have a break at different times. If the driver concerned was to put his vehicle in a layby during the daytime he was perfectly in order to do it. However, in regard to parking outside the house, that might come into the realms of a traffic offence and not an operator's licence offence.

Mrs Soulsby agreed that she had not seen any vehicle illegally parked since the middle of May, saying that she had not been looking.

Mrs Marilyn Digby, of 7 Stevenson Court, Eaton Ford, St Neots, said she did not think it was right that the bus should park in the layby because of the danger caused to the schoolchildren. She agreed that she had not seen any overnight parking, saying she had had no occasion to go there at night.

Mr Boyd commented that safety aspects were a matter for the Highway Authority.

Constable Philip Moores, of Cambridgeshire Police, said for a number of years there had been problems caused by coaches as well as goods vehicles parked on housing estates overnight. Saffords Coaches in particular had two drivers living in the area. Gradually over the years, as the housing development progressed, they started to get complaints from members of the public about the overnight parking of coaches, and about





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the disturbance resulting from the coaches starting at half past five in the morning.

As a result of those complaints, he telephone Saffords Coaches and suggested it would be a good idea, to prevent any aggravation with householders, if they parked their coaches overnight at their base at Lobelia Cottage, St Neots Road. Following that conversation, that was what they had done, apart from meal breaks when the drivers parked in laybys off the public highway.

In September 1988 he received a complaint from Mrs Soulsby concerning obstruction caused by the way a coach was parked by Mr Christopher Dickson, who lived at 2 Byron Place, who she stated reversed in the road to park up when there were a lot of children about.

He agreed that he would see the driver and explain that the parking of the coach constituted an obstruction of the highway. Mr Dickson told him about his meal breaks. He told him that he must not bring his coach in to the street, but there would be no objection if he parked his coach for meal breaks, but not lay over periods, in the layby outside the school. If it was parked there for an hour or so during the day it would not cause any problems. He had not witnessed any overnight parking in Masefield or Byron Place, primarily because he had not been looking out for it.

In reply to Mr Boyd, P C Moores said the police could prosecute for obstruction, or driving without due care and attention if the coach was reversed dangerously into the layby while schoolchildren were about. Early starts etc, he felt could be down to the environmental health department of the local authority.

Questioned by Mr Safford, P C Moores said the only time that the police had contacted the company was 18 months ago. If he asked an operator to comply with the operator's licence and park overnight at their bases he did not expect to have to do so again.

There had been no cause for him to contact the company again as far as he was concerned. He had not seen the company's coaches parked overnight, so he could only assume they were back in the base where they were meant to be.

Mr Safford said the two drivers referred to as living in the estate were no longer with the company. One left because he was of the opinion that he could not walk half a mile to the company's base and the other had left for personal reasons. It was history. It had all been taken care of and was not relevant to the public inquiry.

P C Moores said he thought it was relevant in that it was part

15 authorised vehicles.

It appeared that the proceedings had been caused by just one of the company's drivers who had upset members of the general public. He was not denying that the driver concerned had, on occasions, been parked in the layby and had been contravening regulations by overnight parking.

The company was run on

'The company was run on professional lines and it did not practice blatant disregard of the regulations'

of the build-up to the case. He agreed that the company had dealt with the matter that he had brought up with them at the time.

After Mr Safford had said the company would only be too pleased for the driver to be prosecuted, if the police thought the obstruction in Masefield and Byron Crescent was continuous and a menace, P C Moores said that as far as Mrs Soulsby's observations were concerned, if he had seen the coach parked where she had times and dates he would have taken action, but as he was not on duty at those times he could not.

Mr Safford said that on odd occasions when the company received complaints they had cruised the area. Out of five occasions he had found the vehicle there twice. Sixty per cent of the time the wretched thing was not where somebody said it was going to be. He could do no more than observe. He could not be in all places at all times.

Mr Boyd commented that it was Mr Safford's licence.

In reply to Mr Safford, P C Moores agreed that in recent months the company had been keeping its vehicles at its operating centres in accordance with the terms of its licence.

Mr Safford said he tried to enforce the rules and regulations, as the company's transport manager. It had two operating centres, one at Little Gransden, which was the maintenance and office facilities, and one at St Neots Road, Eaton Ford, which was cleaning and overnight parking. They had sufficient room at both places to accommodate all

professional lines, and it did not practice blatant disregard of the regulations, said Mr Safford.

The drivers they employed, by the very nature of the job, were independent people.

They were put in charge of expensive machines and when they left base they were under a certain amount of trust. To all intents and purposes they were "captains of their own ship". Unfortunately, on occasions they took their independence too far, and in this case it had materialised in the disobedience of instructions in regard to overnight parking.

The driver who had caused these problems had had two written warnings. He was still with the company but he was under no illusions that any further infringement would mean immediate dismissal. As far as he could see, the company had taken all the requisite action. It had taken action to put its own house in order a month before it became aware of the present proceedings. None of its vehicles had been seen to be illegally parked anywhere in the last two months.

The monitoring of drivers between bases had been improved by the installation of a member of staff at St Neots. That gave them a telephone link so that they could ascertain that a vehicle that had left the Little Gransden base was parked where it should be, in the St Neots base.

Mr Safford said that in the 56 years of its operation the company had never ever been called to a public inquiry of any nature, in relation to maintenance, finance, or any

infringement whatsoever. He would not say they had an unblemished record. No operator had that. However, the company had an excellent reputation and they did their best to make sure that it was not tarnished by stupid actions of drivers.

After Mr Safford had agreed that the company had written to Mr Dickson in January, Mr Boyd said that Mrs Soulsby's evidence about overnight parking in April and May had not really been challenged.

Having warned Mr Dickson in January, and in view of the company's written instructions to drivers, surely management must have been aware that on 16 occasions in one month the vehicle went missing because it was parked away from the operating centre. Did Mr Safford remember the Falklands film "I counted them out, and I counted them back"? If the company was so concerned, they must have been worried that they seemed to have lost a vehicle every night, if it did not come back to its operating centre.

Mr Safford said that was why they had installed a member of staff at St Neots. They had had nobody there to check and they had been let down.

Taking no action, other than to admonish the company, Mr Boyd said he noted that there was no evidence of recent complaints. In the light of the evidence, he could take action against the licence on the grounds that a statement of intention in regard to the proper use of operating centres had not been fulfilled.

However, on the other side of the coin there had been no criticism of Saffords for 56 years. Secondly, the company appeared to have taken action in a variety of ways to prevent or minimise a recurrence of the overnight parking problems.

Mr Boyd said that in operator licensing terms the responsibility rested with management. Management must be seen to be making every reasonable attempt to control the excesses of its employees, and that included taking action when the rules were broken. Only by so doing could an operator ever hope to have a plea in mitigation accepted.

He warned that a second appearance on a matter such as this would be flirting with the company's licence.

One year licence for taxi operators

A SHEFFIELD taxi operator, alleged to have run a schools service before obtaining a PSV operator's licence, was successful in obtaining a licence when he appeared before the North Eastern Traffic Commissioner, Mr Frederick Whalley, at a Leeds public inquiry.

Mr Martyn Habeshaw, trading as Fast Link Travel, of 208 Lane End, Chapeltown, had applied for a licence authorising the operation of two vehicles.

Traffic examiner Mr John Rees said that in March he had seen a 12 seater vehicle driven by Mr Habeshaw carrying five children arrive at a school. He spoke to Mr Habeshaw, who said he was working on a contract.

He produced a hackney plate for an eight seater vehicle, saying that he had since added four seats. He had made application for a restricted licence four months previously but it had not yet been dealt with. He told Mr Habeshaw that he needed a standard national licence as his main business was the carriage of passengers.

Mr Habeshaw had admitted that he was not the holder of a PSV driving licence. The vehicle was displaying an expired 'O' licence identity disc belonging to a Mr M W Swindon. Mr Habeshaw had said he had formerly carried out contract work for Mr Swindon and that the licence disc had been "lent" to him.

Denying that he had not done any work for Mr Swindon at all, Mr Habeshaw said had been driving that morning as a favour.

Department of Transport vehicle examiner Mr Norman White said that in April he had examined a Ford 53 seater belonging to Mr Habeshaw, issuing a defect notice for minor items. He was told that the vehicle had been recently purchased and it was out of test.

A test appointment had been made for May. Maintenance was said to have been arranged at four weekly intervals with a local PSV operator. There were

licensing & legal

WEEKLY REPORT ON LAW AND THE COACH OPERATOR By Michael Jewell

no maintenance facilities available at the vehicle's base and no skilled staff were employed.

He was told that the vehicle was to be based in Barnsley. As that was different from the base stated in the application, he told Mr Habeshaw to contact the Traffic Area Office. He understood that when he did so, Mr Habeshaw was told that he would have to readvertise and he decided to go on with the original application.

In reply to Mr Whalley, Mr White said the maintenance arrangements would be satisfactory if they were complied with.

In evidence, Mr Habeshaw said he had been a taxi operator for about six years, and he currently had two cars and an eight seater minibus in possession. He had sold the 53 seater back to its original owner, losing £900 in the process.

Mr Whalley commented that it was always a mistake to buy vehicles before having the proper licence.

Mr Habeshaw said he realised that now. In reply to Mr Whalley, he said that he had not operated the 53 seater. It had been parked up most of the time. If the licence was granted, he would want a 53 seater and a minibus. The coach would be kept at a car park in Lincoln Street which was used by A M

Coaches. There was a security guard there, so there was no problem over vandalism.

He had not known anything about licensing, said Mr Habeshaw. Mr Swindon had a restricted licence and he had told him that if he gave him a licence disc he was covered and he thought he was as well.

There were so many rumours about being able to use someone else's licence. He had thought that if he only carried up to eight people he only needed a private hire licence. He had not realised at the time that it went on seating capacity. His wife had since obtained a Certificate of Professional Competence.

Mr Whalley said he was prepared to overlook what had occurred on this occasion, but Mr Habeshaw had to realise that the PSV licensing rules were very strict. On the question of finance, he was satisfied from the confirmation of the overdraft facility, provided that the income was as high as Mr Habeshaw said that it would be. He would not rule that Mr Habeshaw's financial resources were not adequate, though he did have some reservations.

Mr Habeshaw said he had been turning work away. He had the chance of two school contracts. A friend of his who had been doing them had become seriously ill and he

could start operating them next week.

Questioned by Mr Whalley, Mr Habeshaw said he understood that it was his responsibility as a licence holder to ensure that his vehicles were properly maintained at all times.

Mr Terence Clark said he was an engineer and a great friend of Mr Habeshaw. He would help him out now and then and he would know if the coaches were being properly maintained. He would be able to tell Mr Habeshaw whether the vehicles were right or wrong.

Mr Whalley said the operating centre for the minibus was declared as Lane End and that for the coach as Lincoln Street. Those places were where those vehicles must be kept. They must not be parked on the street.

He had reservations about the financial position, and consequently he would only grant the licence for one year. At the end of that time he would be able to assess whether Mr Habeshaw was running properly, what income he was getting and what the costs of his running public service vehicles were.

In addition, the vehicles would be inspected by a vehicle examiner at the end of 12 months to see if they were being kept in a fit and roadworthy condition.



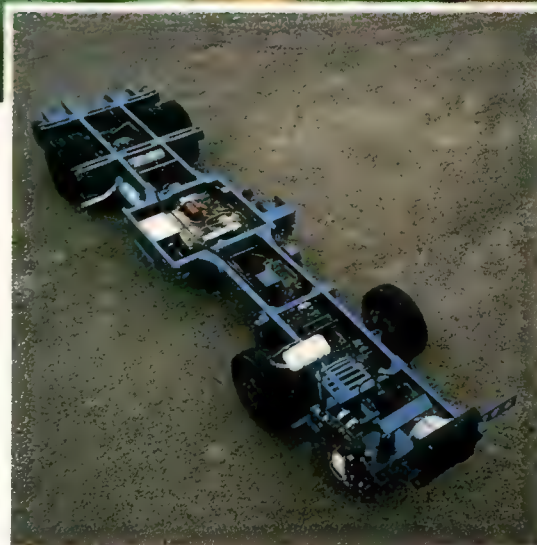
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FLEET UPDATE



Extra for Elizabethan

THIS latest addition to the fleet of Elizabethan Travel Ltd of Bloxwich, W Midlands, is based on a Volvo B10M chassis with Ikarus 336 coachwork.

The vehicle, which features reclining seats, full drawn curtains and double glazing, will be used on Elizabethan's tours programme. It was supplied by Kirkby Bus and Coach.

SALVADOR Caetano (UK) Ltd, has recently supplied six Algarve High Floor luxury coaches, mounted on Volvo B10M GL Mk III chassis, to Jeffs Coaches, of Helmdon, Brackley, Northamptonshire.

The comprehensive body specification includes: 49/53 reclining seats, courier seat, plug-type entrance door with peage window, centre-sunken demountable toilet with centre continental door, tinted double-glazed windows with full draw curtains, Blaupunkt radio/PA/cassette coupled to video equipment with two monitors, coffee machine, full underfloor lockers, and full soft trim including centre gangway carpet.

These coaches represent front line vehicles to be used on Jeffs extensive British and European Tour programme.

At the official handover were from left to right: Ken Jeffs, Alan Page, (New Vehicle Marketing Director, SC (UK) Ltd) and John Jeffs.



Glennie's new buy

E & S Glennie of Keith, Grampian have taken delivery of this Dennis Javelin 3200 Plaxton Paramount. Fitted with 57 seats, soft trim, tinted windows, radio, PA and cassette, it is finished in livery of blue and white. The vehicle was supplied by W S Yeates.

FLEET UPDATE

Volvo for Drewery

▶ **DREWERY** Coach Hire of Abridge in Essex recently bought this Volvo B10M GL Plaxton Paramount 3200 2 star coach through Kirkby Coach and Bus. Finished in Drewery's distinctive livery, the vehicle features 53 reclining seats, gangway carpet, curtains to side and rear windows and pannier lockers.



Merc for Hersham

▶ **HERSHAM** Minibuses of Hersham, Surrey, have just taken delivery of this Mercedes Benz 609D 23 seater Reeve Burgess. The vehicle was supplied by Carriageways of Wilstead, Beds.



Galloway's DAF pair

▶ **TWO** new DAF SB 2300 DHTD one-star Plaxton Paramounts have been delivered to Galloway of Mendlesham, Suffolk. The existing Galloway fleet consists of 10 DAF powered coaches, and the new additions were supplied by Hughes/DAF.



Smiths go for Plaxton

▶ **SMITH'S** Coaches of Shepton Mallet, Somerset, have taken delivery of this Plaxton Paramount 3200 on Cummins powered Leyland Tiger chassis.

Finished in a livery of cream with maroon lines, the vehicle joins an all-Plaxton fleet and will be used on Smith's own tour work. It was supplied by Kirkby Bus and Coach.



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SPEED LIMITER



Eddie Brown's latest Volvo has a blanked rear and a message designed by daughter Deidre.

SUPER FLEET IS FORTY YEARS YOUNG

LIVING in one village and having coaches parked in another is not unusual.

But when your house and garage are in Brafferton on one side of the street with a coach parking area on the other side of the street in Helperby that must be verging on the unique.

This is the situation Eddie and Gwen Brown have been in since 1952, when they bought the family house, which had been inhabited by a member of the Brown clan from the day the builders departed over a century ago.

Eddie recently suffered a heart attack, from which he is now recovering, but I visited him before he became ill to talk about the business.

Eddie Brown Tours – which celebrates its 40th birthday this year – is based in one of the most picturesque villages in North Yorkshire, situated between Boroughbridge and Easingwold. With the demise of the local blacksmith Eddie used the old village smithy as his

Adrian Thomas looks back over 40 years of success for Eddie Brown Tours.

garage with coaches from the top end of the market now standing where his grandfather and uncle used to hammer out horseshoes.

Having served his time as an apprentice fitter and spending the war years in the REME workshops, Eddie started a taxi business following the cessation of hostilities. Repairs were undertaken on both cars and farm machinery, along with car sales to the local inhabitants.

In 1949 he got the urge to enter the coaching world and acquired a 1936 Commer fitted with 20 seats. Little did Eddie and his fiancée Gwen realise that 40 years on they would own a fleet of vehicles that included some of the latest designs equipped to the highest specification.

The present fleet consists of

13 vehicles: Eddie's flagship and latest delivery being a series three Volvo B10M with Van Hool Alizee bodywork complete with drinks machines, fridges and toilets. One Van Hool Alizee executive specification B10Ms carries IESA D registration as does the company's only lightweight, a Plaxton Paramount bodied Bedford YNT.

This machine was bought at the time Bedford was leaving the industry and was acquired to allow drivers to negotiate the Swale Bridge at Muker, which necessitates an 11 metre body. Although in the sixties Bedfords did carry the company name this is the first variant to arrive in Helperby since Eddie's VALs departed.

It is described as a useful tool, doing all that is asked of it. In

terms of its replacement the Dennis Javelin is getting serious consideration.

The only Plaxton Paramount 3500 in the fleet is mounted on a Volvo B10M chassis, carries a 'C' registration and is equipped to the bodybuilder's four star specification. Two Van Hool Alizee bodies were built around Leyland Royal Tiger running units and delivered in 1985.

Eddie's first experience of Van Hool bodywork came in 1983 when he bought a Leyland Tiger Alizee fitted with 53 seats. This vehicle now carries a personalised registration and still performs front line duties quite adequately.

The oldest Leyland Tiger in the fleet was bought just after this marque came on to the market and arrived complete with Plaxton Supreme 57 seat bodywork in 1981. Only one Leyland Leopard remains again carrying Plaxton bodywork and sporting an 'S' registration. This variant, along with the Ford R1114, once provided the fleet's backbone.

The Caetano Optimo seats no more than 21 passengers, but it is every bit as comfortable as a full sized coach.

So many vehicles of this kind are just expensively converted vans or trucks – but the Optimo's Toyota Coaster chassis was especially designed to carry people. This and independent front suspension combine to ensure an outstandingly smooth ride.



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PROFILE



Eddie took delivery of the first Roe-built Leyland Royal Tiger Doyen only to be disappointed with the vehicle once it entered service.

Spring of this year saw two 'A' registered Alizee bodied Leyland Tigers arrive from Smiths Shearings. Eddie commented that he is very pleased with the performance of these secondhand acquisitions.

Of the Volvos and Tigers in the fleet which carry the same bodywork, the Tigers return better fuel consumption. Eddie basically attributes this to the engine manufacture rather than proclaiming one power unit is superior to the other. However, from personal choice Eddie prefers the Volvo marque.

The company's 'B' registered Alizee bodied Tiger has been re-powered by Volvo, who fitted their 245 unit. Eddie describes this combination as being superior to any other vehicle in the fleet. He commented that if it was possible to buy this combination as a new vehicle it would be difficult to find anything better. Eddie is so pleased with the machine's performance that he is contemplating having his older coaches repowered by Volvo and also rebodied by Van Hool.

Although Eddie now owns two Van Hool bodied Royal Tigers he was the first operator to take delivery of a Roe built Doyen integral Royal Tiger. He attended the launch of this model in Brighton and when the curtain lifted showing an

impressive pre-production machine Eddie decided that this was for him. This was the first continental body style to work out of Helperby, with the Alizee arriving later the same year. Once the Doyen entered service impressions changed and no further machines from this builder were purchased. It was felt the end product just did not live up to the publicity.

The first Volvo entered the fleet when Eddie changed his solitary LAG bodied Tiger. This vehicle only remained in the fleet for two years and was sold because it was beginning to display signs of body fatigue, the rivet heads were starting to rust.

On the bodywork front the company's preferred builder is Van Hool although Eddie did comment that the standard of Plaxton's workmanship has greatly improved. It is felt that Van Hool bodywork is becoming rather expensive, but Eddie is doubtful whether one could find better value for money. In the same vein spare parts can be on the pricey side, but the company has never experienced any problems obtaining parts.

The present livery of a white base with maroon, red and orange is applied in two sets of three lines ringing the bodywork below the windows and also just below the wheel tops. The upper

set incorporates the operator's name.

It was originally based on the moquette used in a new Plaxton bodied Ford delivered in 1977. Before this vehicles just carried lines below the windows. The company's original livery was blue and white, changing to cream and red when the first new vehicle arrived in 1955.

All new purchases have had either 51 or 551 incorporated in their registrations. This stems from the first vehicle acquisition which had a registration of 51, numbers which both Eddie and Gwen consider to be lucky for them.

In order to make their vehicles that little bit different the 'D' registered Volvo had its Alizee bodywork built without a rear window. In its place is a mural depicting mountains, sea sun and palm trees, which is certainly eye catching. The latest delivery has received similar treatment, only on this occasion it proclaims Eddie's 40 years of coach operations and was designed by his daughter Deidre.

Within 14 days of buying his first vehicle the North Riding of Yorkshire County Council approached Eddie with the offer of a school contract. In the early fifties with the opening of a new Secondary school the company gained further work utilising its expanded fleet of two Leylands

and a Dodge, which were bought new in 1950, complete with gold leaf lettering. Leyland Royal Tigers, Commer TS3s and an AEC Reliance acquired from SUT, which regularly blew head gaskets, entered the fleet before Eddie changed to Bedfords – followed by Fords in the sixties.

Through the week vehicles were well utilised on contract work coupled with local private hire along with the carriage of cricket, billiards and darts teams. Having made the decision to look for more weekend work Gwen wrote to the West Yorkshire Road Car Co., who after inspecting the fleet regularly employed Eddie's coaches on Saturdays and Sundays.

In the 1950s Eddie and Gwen applied for excursion licences to run full and half day trips to such destinations as Scarborough, Whitby, Morecombe and Blackpool, along with 12 mystery tours. These were duly granted, as was their application to operate holiday tours for people aged 55 years and over to Bournemouth, Llandudno, Paignton and Great Yarmouth.

During the 1960s the holiday programme was expanded and with its popularity increasing, each year since has seen further developments. The excursion side has also been built up to the extent that Eddie Brown tours now generates 70 percent of the work allocated to its coaches by selling seats direct to the public.

The company's tour programme runs throughout the year and although the package is planned well in advance, the Browns take advantage of any special deals that might come along. This year's destinations have included the Bavarian Mountains and Hungary, Austria, Isle of Wight. Italian Lakes, Dutch delights, Rhoneland, Jersey, the Cotswolds, Oban, Newquay, Southern Ireland and Cliftonville. Weekend mini breaks are worked to Edinburgh, London, Paris and Bournemouth.

Seats can be booked at the company's Helperby office or over the counter at 20 booking agents, the majority of which are sub Post Offices. YorkTour acts as Eddie Brown's main selling agent in that city and Eddie supplies coaches for this company's own tour programme.

This season saw the introduction of a smoking ban on all excursions. When this was announced on one vehicle the passengers actually applauded! The company has only received one complaint from a person who insisted that they were victimising people who smoked.

This decision was taken because more non smokers than smokers seemed to be travelling on Eddie's coaches. Last year, as for the previous eight years, the first eight seats were designated non smoking. If the loadings are anything to go by Eddie and Gwen haven't lost any passengers and regular travellers who do smoke seem quite happy to wait for comfort stops.

Along with selling their own destinations Eddie Brown tours is also agent for Holts Battlefield Tours. Eddie, who has driven on a number of these trips, describes the work as a very emotional experience, particularly listening to the couriers' dialogue as they drive around the French battlefields. The couriers themselves are all high ranking retired service personnel. Eddie also provides coaches for a number of the tour organisers both in England and Europe, although 60 percent of the company's work is based in the British Isles.

In April 1984 Eddie Brown entered the world of stage carriage, having taken over York Pullman's York to Helperby service. Vehicles only reached York during peak periods, terminating in Easingwold at other times. Eddie's vehicles no longer ply this route but a vehicle does leave Helperby at 7.20 am each morning Monday to Friday, wending its way through a number of villages picking up passengers bound for York.

The return vehicle departs from York at 5.20 pm. The journey takes 40 minutes and only single fares are collected. Although town service buses were owned coaches are now used on this work.

Last year a new garage was erected on land already owned, which adjoins the family house. It has a walk-in pit and Eddie plans to buy a set of wheel hoists which can be used both in the garage and outside when vehicles need steam cleaning.

In order to aid vehicle cleaning a Kyser Bus Washer



Eddie favoured the Commer chassis for a while as can be seen by this Plaxton bodied variant.

A computer system has not been installed – such equipment would undermine the personal touch the customers are used to.

was bought in May last year, but this piece of equipment has not been used since January of this year. When the fleet was inspected it was found that each vehicle had small surface scratches all over the paint work, the cause of which was believed to be the nylon brushes.

Being the push-around type it also trailed an electric cable in the wet, which was considered to be dangerous. Needless to say Eddie no longer considers the washer to be a useful piece of equipment and the company has returned to the pole brush, bucket and hosepipe for each vehicle's daily ablution.

Eddie Brown employs nine full-time drivers along with 24 part timers. All drivers wear a

uniform of blue, grey and white. The company ties have the same lower case writing that is used for the sign writing on each vehicle. Couriers wear a grey uniform in winter and red uniform in the summer months. Four staff are employed in the Helperby office.

To date a computer system has not been installed because it is felt such equipment would undermine the personal touch Eddie Brown's customers are so used to, the staff believe this is a vital ingredient to the company's continuing success. They would rather rely on the old tried and tested methods which have stood the company in good stead over the years.

After 40 years Eddie still

enjoys sitting behind the wheel of a coach but does feel the industry is constantly trying to strangle itself. He commented that operators who still work for the same rates they were charging last year and the year before because they believe customers can not or will not pay more are eroding their own profit margins along with their ability to survive.

They appear to lose sight of the fact that their overheads are increasing and they have to meet the extra costs of increased prices from suppliers, dealers and manufacturers.

Eddie and Gwen believe the public at large are very important and this is the reason they endeavour to operate vehicles which are eye catching and appealing. Not only should people enjoy their tour, excursion or journey but also remember the level of service they receive and the standard of machine they travel in. This in turn should encourage passengers to pay higher rates which gives them value for money and the operator an acceptable return on their investment.

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Consumer is king!

SIR – It was a firm conviction among many people who supported the return of bus and coach operation to market forces by the Transport Acts of 1980 and 1985 that the public and the industry would be better served by freeing managers from government control, both central and local.

Yet now we have Doug Jack (*Coachmart*, July 20) advocating the return of government, as if some officials and politicians, who by definition are insulated from the realities of trade, could magically promote The Age of the Bus.

Powers

Personally, I have long believed that this country is over-governed, and that the co-ordinating powers given to local authorities in 1968 and 1974 were anti-social, in limiting the freedom of managers to respond to the actual demands of customers.

That these same local authorities also became increasingly the customers of the industry, thereby weakening the incentive for managers to discover and satisfy the needs of

real people, meant that the 1970s became the age of the bus as a form of social work.

The eventual outcome of that must be the problem now facing the Health Service, where people expect the best 'at all costs', while not having to pay for it out of their own pockets.

Implicit

That is why Doug Jack's implicit assumption that government should be persuaded to subsidise bus operators must make nonsense of the Age of the Bus. Governments generally get it wrong. Look at the association of New Bus Grant with the disappearance of conductors – surely as short-sighted an intervention as any we have seen.

And Doug's extensive outline of the regulations necessary to ensure that his new form of bus grant is leakproof would open the way for an army of enforcement officers to breathe down managers' necks, and would open up a new body of case law for the parasites of the legal profession to batten on.

Doug concludes by suggesting that the Bus & Coach Council should 'catch the politicians and

make sure that they give proper backing to the bus industry'.

He fails to recognise that there is a price to be paid for any such backing.

The 1985 Act swept out seven devils from the industry – do we want to invite them back again? It would be an exceedingly short-sighted policy, that would willingly hand over freedom of decision in that way.

Yet Doug supports the idea of free competition, on the perfectly sound argument that widespread industrial action has been made far less likely – and in the same breath he calls for a 'national transport policy', and invites the government to determine the respective roles of buses and trains.

From 1919 to 1939 the Ministry of Transport had a clear policy on that: buses should be feeders to trains (and trams), and coaches should not compete with trunk railway services.

I think that is what most unthinking people would regard as a reasonable policy – but would it be what real people want? If you once go down the road of a national transport policy, that is where it ends.

Yet of course I agree that the

bus industry must score all the points it can, and that BCC has a very important part to play. But like all trade associations, it has its problems.

I certainly never expected BCC to advocate deregulation in 1984, though I was disappointed at the fervour of its opposition to measures that I was convinced were in the long-term interests of all operators.

Latterly it seems to me to have been doing a good job – which is more than I can say for the brewers!

Heralded

It is becoming plain that 1986 heralded an Age of the Bus – a new Age. It started the process of setting management targets related to the requirements of customers who are real people, not administrators disbursing public funds.

It put management skills at a premium. Doug Jack is right to criticise the lengthening age of vehicles in many fleets, but the relieve the managers of those fleets of the consequences of their policies is to pauperise them. In the New Age of the Bus the consumer is king: long may he reign!

JOHN HIBBS
Birmingham

Ski comments were so true

SIR – I was most pleased to see Mr K. Ayres' letter on the subject of Ski Tours (*Coachmart*, August 17). From his comments it would seem we received this same opportunity to supply coaches and I wholeheartedly agree with his philosophy.

In our case I wrote and thanked the operator wishing them luck in their search for coaches. We last contracted for ski work in 1984 at prices that were then not very high. The prices this year are somewhere in the region of 10 percent below the 1984 levels considering our inflation levels

over the past five years.

For operators to commit vehicles at these rates is undoubtedly business suicide and I would urge the industry to hold out.

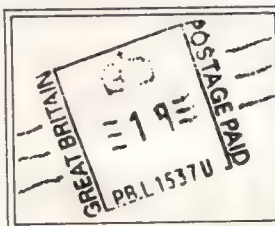
The only way to operate journeys at these rates is by cutting corners. There is no allowance at all for the unforeseen circumstances that so often occur on winter tours. This is borne out by the fact that few coach operators supply vehicles for a second year on ski work.

The coach element of these tours is without question the

major factor. Why therefore should the coach operator take all the risk for so little return?

If the only way coach ski packages can survive is on the back of the coach operator, the whole travel industry would benefit in the long term if the market was substantially reduced. It would then give the opportunity for it to be built up on a firm basis as a quality product not as it is today a poor man's cheap alternative to a flying package.

ROGER MOTT
Managing director
Mott's Coaches



Send your letters to:
The Editor, *Coachmart*, EMAP
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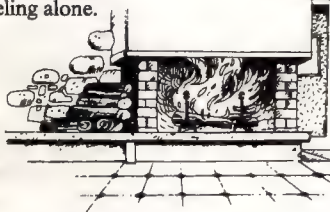
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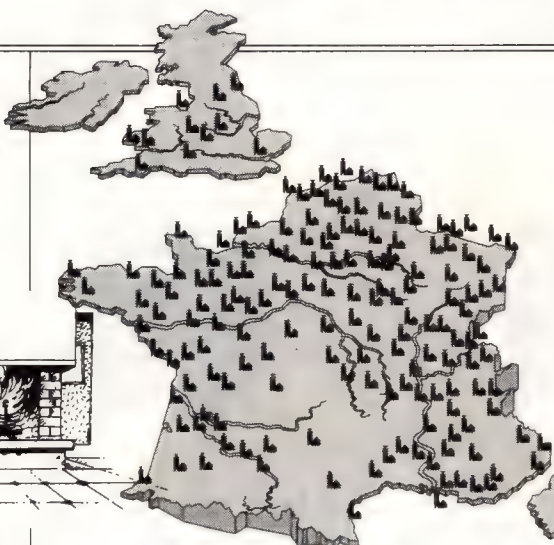
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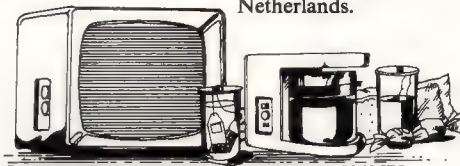
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1975 BEDFORD YRT Duple Dominant, 53 seats.

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1971 FORD R1014 Plaxton Derwent, 45 seats.

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LONDON EXPRESS UNEARTHS AN UNTAPPED GOLDMINE

WHETHER thought out the new London Express service time-table must like good food and wine; many of the stops are outside famous Inns and Hotels like the Bell at Aston Clinton and the Swan at Lavenham.

When they got as far as Halstead, the planners must have been desperate, as the stop is the Co-op Off-Licence!

National Express has said that the London Express network is designed as a feeder service into and out of Victorian Coach Station, but the low loads mean that there is capacity for other traffic, particularly for tours and tourists.

Around six percent of households in Britain DON'T have a car – and only 27 million hold a current driving licence. So out there is a huge army of potential customers for weekends away using the London Express network, or any similar service around Britain.

Six o'clock one Friday we decided that London was too hot, and the dogs and ourselves needed a country weekend. A phone call to Burford and we had a room booked, and time to pack and catch the 1900 departure to the Cotswolds.

The coach was new, and Graham the driver good enough to silence back seat driving comments from my PSV licence holding husband after a few token grumbles – I'm sure you know the form.

By 2130 we had arrived and were sitting down to a marvellous meal at The Mermaid. The coach had deposited us opposite the Golden Pheasant, and we'd arranged to meet Graham once he had put his coach to bed.

Graham told us that his firm does two runs; the other is in the opposite direction to Stowmarket. At the moment loadings were light, but as tourists got to know about the service they were using it to make runs to London, leaving Burford at 0750 and returning by 2120, with over eight hours to sightsee. We'd paid £6.60

Do National realise just what doors their London Express can open? Verite Baker finds out.

return, but the tourist paid £5 for a day return, and those we had travelled with couldn't believe how cheap it was.

Some Australian girls wondered why National Express didn't do a leaflet drop to all the hotels and B and Bs in the town, as none of the hoteliers we spoke to seemed to know this service was available.

We told the manager at the Golden Pheasant that he had certainly made more on his drinks because of this, as on Sunday we had time to have a long, delicious and boozy lunch before rolling on to the 1550 service, with time to read all the Sunday papers while Graham coped with the traffic jams. This was the life, we thought.

Next week we tried out the service to Windsor, to have lunch with friends. This time the coach was full of tourists. Some had obviously taken the trip because the £4 fare was cheaper than the sightseeing tours, but others had said that they preferred to do their own thing, rather than be rushed around in a short half day. With the Express they'd have about five hours, instead of a scant two with the official coach tours.

Marketed to overseas visitors, London Express must be on to a winner in the summer, Leeds Castle, Waddesdon Manor and other venues are designated stops. Then in the winter the home market with door to door transport to hotels and inns for weekend breaks would catch the households without a car, or those who prefer to drink and let someone else do the driving.

I wonder if National Express know just what doors the London Express can open, and if there is an operator in Manchester, Leeds or Birmingham who will offer the services?

London Express is designed as a feeder service into London – but in fact it's a great way to get away from the city too.



BOB Shaddick, manager of London Express, commented: 'National Express is delighted that Verite Baker has "discovered" London Express. The idea of telling hotels and bed and breakfasts is a good one and one which we will be following up. All National Express agents have details of London Express services and door to door leaflet drops and posters have been used in many of the towns served by the network. We are pleased with the results of the first three months of operation and plan to develop London Express in the future.'

We must make our voices heard



LAST week I summarised the contents of the consultative paper, "Passenger & Goods Vehicle Operator Licensing" which affect PSV operators. They are:

- To introduce a Code of Practice on maintenance standards and procedures.
- To remove time limits on operator licences, but to make those for PSV 'Vehicle specific'.
- To make licence fees payable annually in place of the present five yearly fee.
- To allow operators in certain circumstances to hold more than one operator licence in any traffic area.
- To remove totally remove from operator licensing vehicles with eight or less passenger seats.

Taking them in order, I think that the industry will welcome a Code of Practice on maintenance standards. Actually I remember Bus & Coach Council virtually asking for one about seven years ago, but, at that time, the Department of Transport was not receptive to the idea at all. Although a Code would, almost certainly, not be mandatory, it could (actually the consultative paper uses the stronger word 'would') be taken into account when considering the adequacy of an operator's maintenance.

I think a Code will be of benefit to the industry. It will set out the right approach to maintenance to new entrants as well as existing operators and guide the Traffic Commissioners too. The latter all have different ideas on maintenance standards and systems. Perhaps a Code will give us a more standard application form our regulators.

The Department request views on the content of such a Code. Operators should not miss this opportunity to make comments.

I have long known that *Coachmart* is read in Marsham Street. I am gratified to discover that the comments which I made

in this column on 6 May 1988 regarding the unfairness, and cash flow difficulties, caused by five year operator licensing have been heeded. As an operator can be called into a Public Inquiry at any time if maintenance is suspect, there seems to be little point in not having a continuous licence. Indeed, the document observes that where there has been no change in an operator's circumstances unnecessary costs are incurred in making him 'submit to a wholesale examination'.

Not only will this save respectable operators having to suffer a fleet inspection every five years and improve their cash flow, it will also actually reduce costs. The paper indicates a one off fee for a licence of £320 and an annual fee of 'about £16.00 per vehicle'. (At present there is no fee for the PSV licence itself, but £42 per vehicle/year).

Continuous licensing should therefore win industry support, but, as I noted in my summary of the proposals, there is an adverse recommendation: that licences (but no discs) should be for specified vehicles. The Department say that: "The non-vehicle specific nature of such licences has been shown to be open to abuse." This has me puzzled for I can think of several ways of abusing the system with non-vehicle specific discs, but not with the 'open' licence.

It is, however, an area requiring far more thought for the 'cost' to the industry of having flexibility of non-specific discs is the rule 'Once a PSV, always a PSV' (Section 1(2) of the Public Passenger Vehicles Act 1981), which allows Vehicle Inspectors to place prohibitions on vehicles which have been taken out of service for maintenance or because of known defects.

In some cases stupid over-use of the powers of vehicle inspectors in these sort of circumstances has caused

unnecessary problems for responsible operators. I am not sure what the solution might be, but it is appropriate to consider it now.

The proposal that an operator could hold more than one licence in any Traffic Area will not open the door for a 'spare' licence to operate from the same premises should there be a suspension or revocation of the other. (If that is the objective operators will still need to have two or three different companies operating from a single address!) As I read it, this is simply a sensible provision which will only apply where an operator has two or more autonomous units within a Traffic Area.

At present vehicles eight or less passenger seats can be operated on Restricted Licence. There is no need for the holder of a Restricted licence to have a CPC, although he does have to meet the requirements relating to financial standing and good repute, and there is a limit, too, on the number of restricted licences which can be held.

However, if a mixed fleet operator holds restricted licences these count against his fleet limits. The proposal is to remove this group of vehicles from all operator licensing control and simply rely on vehicle inspections to ensure their safe and proper operation.

While I like the principle of decontrol, I have a slightly cynical view of this proposal; namely that it may simply be politically motivated as there have not been the entrants to the smaller end of the industry that were seen as a necessary part of bus deregulation.

What I actually find more interesting about this particular recommendation is the statement that it would require, "Consequential changes to the primary legislation on registration of bus services". Fascinating, isn't it that when the industry has pressed for rectification of the drafting

error regarding the '42 day rule' (primary legislation requires that it counts from acceptance of the registration rather than receipt buy the Traffic Area) there has been resistance to change on the grounds that there is no Parliamentary time available for such minor changes of Acts. Now that the Department want something, the problem seems to be no problem! Hopefully, both changes can be effected at the same time.

Last week I recommended operators to spend £1.35, get a copy of this document from the Department of Transport, and make a response to it. On reading it you may find a potential area of concern which I have not mentioned. Indeed it is not directly suggested. I refer to the fact that while in granting or renewing a HGV licence the Commissioner has to take into account environmental considerations - this has not been so on PSV.

This matter takes up a considerable of part of the paper and although there is no suggestion from the Department of Transport that environmental licensing should be applied to PSV operate licensing, there is a strong and voiciferous Green movement which could be pressing for us to carry this burden too.

When you get your copy you may be surprised to discover that the circulation list includes the Church Commissioners, the Civic Trust, the Conservation Society, the Country Landowners' Association, and the Countryside Commission. And that's only the 'C's! It runs on through to the Victorian Society. I fear that they may try and poke their little green fingers into our pie and that our responses should also address the environmental aspects of PSV operating centres.

ALL THAT GRAZ

In the second article based on a week-long coach tour through Europe, Frank Forster takes a look at Graz, capital of the south-east Austrian province of Styria, and a mecca for students of jazz.

GRAZ, capital of Austria's south eastern province of Styria, is a small but attractive city of about a quarter of a million inhabitants on the banks of the River Mur.

It has a distinctly Italian atmosphere, partly because many of its buildings were designed by Italian architects in the Renaissance style of the sixteenth century.

Indeed, its old quarter is said to be the largest residential old quarter in Central Europe.

The city also accommodates around 33,000 students and is unusual in that it is probably the only location in central Europe where jazz is taught at university. There are, therefore, many restaurants and cellar bars where live jazz music is played.

When I asked our city guide, Thea Karin, what she liked best about the city she said it was the way of life, combined with its relative smallness. It didn't take long to get acquainted with the city, she said.

The folksy old quarter, the jazz, the opportunity to drink into the small hours, a multitude of parks and open spaces, a casino, and the trams (a 50p ticket will take you anywhere) which I always think add atmosphere to any city, make Graz a laid-back, venue well worth a visit by any lover of fun and or culture.

Probably the best way to see the city is on foot. However, some older people may find this a bit too much. Both guided coach tours and walking tours can be arranged. (See address at end). Rates per person are AS 150 (£7.50) for the city tour and AS 40 (£2) for the walking tour, but this does not include a trip up to the Schlossberg.

This is a Castle Hill with clock tower and bell tower from which incredible views of the city can be had. We made this our first call. The Schlossberg, as it is



Symbol of Graz, the Uhrturm – note the large hand indicates the hour.

called is reached by a funicular railway, or cable car. At the top is a restaurant. We had our lunch here on the patio, overlooking the city.

Also on the Schlossberg is an open-air concert hall. Formerly a prison, it can be covered over in times of bad weather and the cover is made of a special material to deaden the sound of falling raid.

Coaches can be parked in front of the cable car (or Schlossbergbahn) building in Kaiser-Franz-Josef-Kai.

You may be able to leave your coach outside some hotels but it's best to sort out your parking arrangements

beforehand.

There's a great variety of historical buildings to see, from the Gothic, Renaissance, Baroque and Classical periods.

Probably the most famous example is the Armoury, on which building was commenced in 1643. On its four floors, which are still much as they were in the 17th century, are some 30,000 examples of arms. All kinds of ancient militaria are on display. The Armoury is claimed to have the largest intact medieval arsenal in the world.

The Armoury is open 9am till 5pm throughout the year and the price is 30AS (about £1.50)

per person.

Then there is the Renaissance courtyard of the 'Landhaus' and the old town has many beautiful patrician houses and picturesque backyards. In summer concerts and performances are held in the courtyards and streets, in the Eggenberg Palace (also worth seeing) and in churches.

Other sights worth seeing are the Cathedral, the Mausoleum of Emperor Ferdinand 11, the Town Hall, Joanneum, and St Francis Church.

On my first evening in the city I was torn between going to hear blues singer Champion Jack Dupree and boogie woogie pianist Axel Zwingenberger or visiting the casino. The latter was chosen as we had been invited to an official reception there, not because I have any great interest in gambling.

It was, however, an interesting experience as we were all given some chips to try our luck with. Needless to say ours truly ended up penniless (or groschenless).

The casino is open all year from 3pm to 3am and games such as roulette and black jack are played, together with the ubiquitous slot machines, which have very large jackpots.

Minimum age for admission is 21, entrance fee is AS 170 (about £8.50) but each visitor receives chips to the value of AS 200.

An alternative arrangement for coach parties, however is that, by prior arrangement, entrance can be free, although no chips will be provided.

During one of our visits to hotels in Graz I met Gunter J. Kienreich of the Hotel Erzherzog Johann. He told me he had toured as a jazz musician for seven years.

He said there was a jazz week in the city in the first week of November. So, if you want to organise a specialist tour, he's obviously the man to talk to. (address at end). Several operators in our group said they would consider taking jazz fans to the jazz week.

Gunter said he would work out a special programme for any upmarket cultural groups. He also said there were skiing areas about an hour away. Skiing was from January to mid-March, he said, and the high season was from the end of March to the end of June.

The opera and theatre season lasts from September to June

but some theatres continue during July and August.

The official concert season extends from October to June, but there are many concerts during the summer too.

The classical music festival, Styriarte, runs from the end of June to early July.

Styrian Autumn, a festival of avant-garde art, runs from the end of September to early November. Yet another specialised market is the conferences and conventions one.

Austrian tourist enterprises specialised in particular fields have pooled their resources to set up incoming groups. Other specialist markets operators may like to consider include tennis, golf, water sports – the diversity of water sports available in Austria and the cleanness of the country's lakes and rivers are stressed – equestrian spots and wine tours.

Austria also has many health resorts and spas, which are legally recognised and periodically checked.

In Graz, as in other parts of Austria, you can eat in style, often for less than in the UK although spirits, tea and coffee tend to be more expensive. A service charge of 10 percent to 15 percent is included in all hotel and restaurant bills.

Lunch is usually served from 12 noon to 2pm and dinner from 6pm to 10pm. Shops open 8am to 6pm weekdays, 8am to 12noon Saturdays and many close for two hours at lunchtime.

Graz has hotels in all price ranges but the ones we visited all tended to be upmarket ones. We stayed in the Hotel Europa, which is conveniently located near the station and air terminal to the west of the city.

It's a four-star hotel with all the usual facilities including TV, en suite bathrooms, mini-bar and room service. It has a sauna/solarium, restaurant, bistro, cafe-bar and five different banquet rooms. You may be able to park a coach outside by prior arrangement.

The three other hotels we looked at were all very centrally located. The Alba Hotel Wiesler is a five-star hotel on the site of a medieval tavern overlooking the river and has been a hotel since 1857.

The hotel has what it claims is the largest original art-deco-mosaic in Austria which was produced by Leopold Forstner.

Rooms have all the facilities associated with a five-star hotel and there are two restaurants, coffee shop, bar, conference rooms, sauna/solarium. Rates appear reasonable for a five-star hotel.

Only a few hundred yards away is the largest four-star

hotel in Graz, with 205 rooms, again is on a very old location, and again within minutes of the old city, the convention centre and casino.

Four coaches can be accommodated directly outside the building. Some rooms have balconies and there is a sauna with roof terrace. It has 205 rooms with radio, TV, phone, minibar, bath or shower. There is also a restaurant, cafe, lobby-bar, winebar, and function rooms.

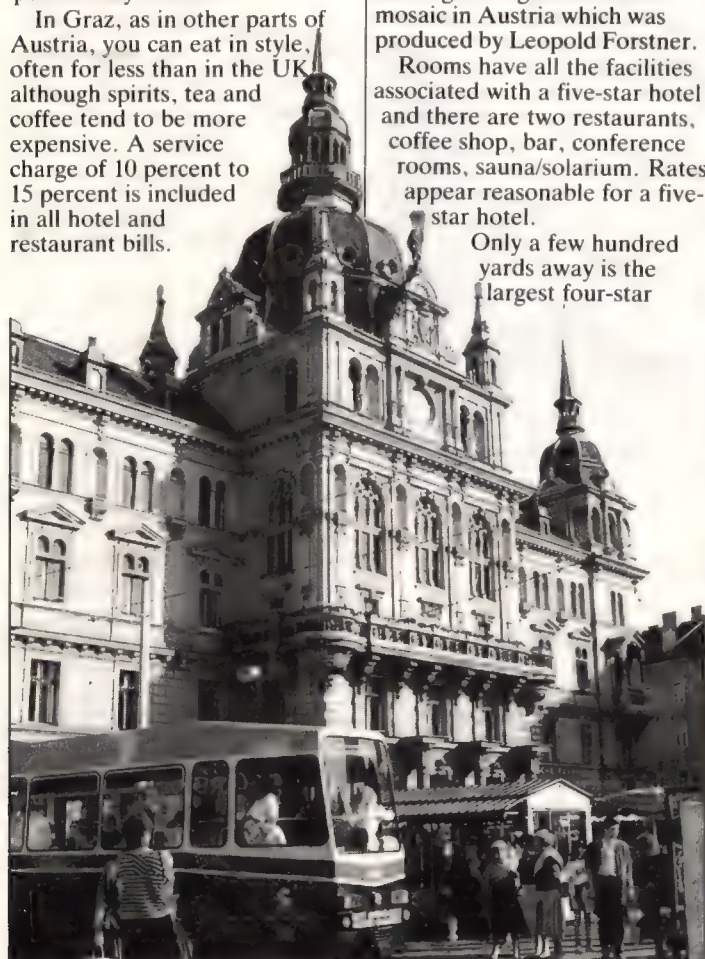
The Hotel Erzherzog Johann

is a family owned four-star hotel on the other side of the river but not directly overlooking it, near the Hauptplatz, the city's main square.

It's housed in a former baroque palace and was first mentioned as a hotel in 1596. In the atrium, is a winter garden which extends over all five floors. Also housed here is a restaurant. All 70 rooms are traditionally and individually furnished. The Viennese-style cafe and the cocktail bar are further attractions.



The courtyard of the Landhaus, a jewel of Renaissance architecture.



One of Graz's modern trams stops in the Hauptplatz. In the background is the Rathaus.

USEFUL CONTACTS

- Albatross Tours Ltd,
88 King Street,
Maidstone,
Kent ME14 1TT
- Albatros Travel Service
Salzburg,
Bergstrasse 22,
A-5024 Salzburg,
Tel. (662) 88 16 71-0.
- Austrian National Tourist
Office, 30 St George Street,
London W1R 0AL,
Tel. (01) 629 0461.
- Graz Municipal Travel
Agency, (Reisebüro
Verkehrsverein der Stadt
Graz), Herrengasse 16,
A-8010 Graz,
Tel. (0316) 83 52 41
(For guided tours ring 70 51
41/75-78.
- Styrian Tourist Board,
(Steiermarkischer
Landesfremdenverkehrs-
verband),
Herrengasse 16,
Landhaus,
A-8010 Graz,
Tel. (0316) 877/2287.

Hood comes alive

ROBIN Hood triumphs again and the poor old Sheriff of Nottingham ends up in the stocks as wide-eyed children look on in delight.

It's all part of 'The Tales of Robin Hood' – appropriately enough situated in Maid Marian Street, Nottingham. It's open from April 1 to October 31 10am to 5pm and from 10am –

4pm for the rest of the year.

For £3 (children £2) you can escape the sheriff's deadly arrows, face ferocious wolves, hide out in a hermit's eerie cave and discover the slain Guy of Gisbourne.

There are discount rates for party bookings – telephone 0602 414414 for details.

New attractions at clog factory

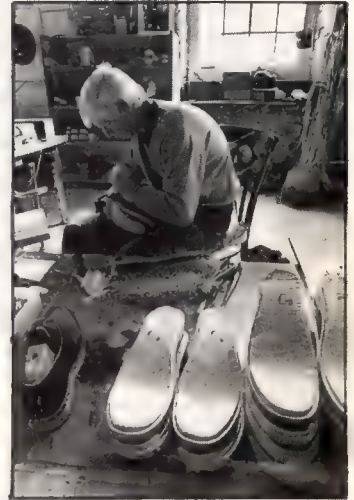
MAUDE-Walkley's Clog Factory at Hebden Bridge has added three new attractions to bring in visitors wishing to see something out of the ordinary.

The third floor is now home of a bee museum, an enchanted wood and a fine art gallery.

Local couple Jill and Melvyn Wood set up the bee museum after being interested in the hobby for the past nine years.

A system of pulleys, motors and time delay switches allows visitors to observe the workings of the bee colony in detail behind the safety of a glass screen.

The Enchanted Wood is a collection of interesting models brought back from behind the Iron Curtain by Kathy Munslow, wife of an RAF officer, during her travels abroad.



A clog maker practises his ancient craft for visitors at the Maude-Walkley clog factory.



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Woodhouse Street, Stoke-on-Trent ST4 1EQ Telephone: 0782 744744



Jeepney on display

A LIVE Philippino Jeepney is a new attraction at the Hornsea Pottery Leisure Park at Hornsea, Yorks.

Jeepneys are custom built taxis that parade around the capital city Manilla with stereos blaring and horns honking.

Each is fantastically decorated by its owner, to the extent that Jeepneys are now a unique part of that city.

The one pictured here has been added to the Yorkshire Car collection based at the park. Co-owner Gordon Black first saw Jeepneys while on a business trip to the Philippines and fell in love with them immediately.

The Jeepney is now on display at Hornsea Pottery. For further details, telephone 0964 532161.

Yorks investment

INVESTMENT in tourism is at an all time high in Yorkshire and Humberside.

The English Tourist Board announced that in January to June this year, no less than £566 million was invested in major projects. In addition, many more millions are being spent on small tourist areas.

Much of the money has been

spent thanks to the efforts of the Yorkshire and Humberside Tourist Board, whose chairman John Clout said: 'The results demonstrate the efforts of the board in encouraging and directing new tourism investment in the region. We will continue to encourage the private sector to invest in the area.'

Science gets a facelift

A NEW bid is being made to attract coach parties to one of Britain's top tourist attractions - the Science Museum.

The museum is spending millions of pounds on improvements this year and a new post of group bookings assistant has been created to help cope with the extra visitors.

Marketing manager Karen Booth told *Coachmart*: 'We are determined to work with the travel trade to make group visits an experience both pleasurable and profitable for group operators.'



Marketing manager Karen Booth and John Lloyd of Viking Coaches discuss new attractions at the museum.

Fruit spectacular

A SPECTACULAR 15 foot tower built entirely of Kent-grown fruit and vegetables will be one of the attractions at Leeds Castle flower festival on September 22-24.

Also on display will be 2,000 different varieties of apple and more than 500 types of pear.

The huge tower will be assembled by a team from the National Farmers' Union who

have taken top honours at the famous Chelsea Show for 37 years on the trot.

The festival opens from 11am-5pm on September 22 and from 10am-6pm at the weekend. Admission is £4.80 for adults, £3.80 for OAPs and students and £3.30 for children. There are discounts for pre-booked groups. Telephone 0622 674177 for more details.



Millionth visitor

IF your company is planning a trip to Alton Towers this year, the word is to contact the booking office first.

A booking office spokesman told *Coachmart* that giving them some idea of the size of the party would help improve admissions operations.

'You are not expected to pay in advance and no contract will be issued - this simply assists us in providing a more professional service on the day,' he said.

Later in the year on November 4 and 5, Alton Towers holds its firework spectacular.

Meanwhile, Alton Towers recently welcomed its millionth visitor this year. Mr Paul Jackson was the lucky man. He arrived with his wife Janet and three children, to be presented with a bottle of champagne by Dave Povey, assistant admissions manager (see picture).

Hardy is remembered

NEXT year sees the 150th birthday anniversary of the writer Thomas Hardy.

And to celebrate, Wessex Heritage is planning to commemorate the occasion by giving Hardy lovers the opportunity to indulge their passion.

The group has announced

details of its 'Hardy's Wessex' programme - and the first tour takes place on October 20-22.

Visitors are taken on a pilgrimage through Hardy's Wessex

Price is £85, which includes two full days touring, plus two nights bed and breakfast. For further details, telephone 0300 20671.

Theme park for show

EFTELING, Holland's popular theme park, will be represented at this year's Coach and Bus 89 exhibition at the NEC, where representatives will be able to give details of next year's attractions.

This year, several extras have

been added, including the animated troll king, designed by Britain's Spitting Image team and Monsieur Cannibale.

Details of discount rates for coach parties will be given at the show, on October 20-22. Efteling will be on stand 907.

Pump has a better design

PNEUMATIC Components Ltd, the Sheffield based manufacturer of tyre inflation equipment, has launched a new version of the PCL Premier Mechanical Tyrair meter for use in garages.

Available in wall or pedestal mounted models, the new meter incorporates several new features.

PCL has paid particular attention to improvements in product construction. The meter cabinet is now all metal and includes an integral night security cover which offers greater protection against

vandalism. Also the air hose now fastens internally which prevents unauthorised removal.

A further design modification provides for the easy removal of the chassis assembly from the cabinet to help with servicing and maintenance.

For the user's benefit there is a new dial design which has fully illustrated operating instructions and colour marked pressure bands.

For further details, contact Pneumatic Components Ltd, Eyre Street, Sheffield S1 3GL, tel. 0742 768870.



Clean up your act



BETEX International, a company associated for many years with fume and dust extraction systems, now complements its range of products with a series of electrostatic filters to remove at source airborne factory pollutants.

The MFE 1000 aircleaner unit provides mobile fume extraction. It has an airflow capacity of 1000cfm, and a three metre self-supporting fume collection arm designed for accurate positioning to capture the pollutants. A fume collection efficiency of up to 96 per cent can be achieved.

With its high degree of manoeuvrability, low noise level (64 d BA) and flexible arm, the unit is particularly suitable for welding operations carried out at variable locations. Further details from 69 Carwood Road, Sheffield S4 7SA, tel: 0742 560066.

Meter that noise

WITH legislation on noise at work at hand, companies may soon need to buy a sound level meter.

As from January 1 1990 we hope to become a much quieter place overnight. Many will not need sophisticated calculating instruments, but they will need accuracy as the new directive requires companies to take all reasonable steps to reduce harmful noise levels at source.

The Castle GA104 precision sound level meter is designed for this purpose, where the best accuracy is required at an economic price. There is an increasing demand for greater accuracy when measuring noise and in industry an increase of 3dB represents a reduction of half the working time,

consequently an error in measuring noise, can be costly.

The GA104 is inexpensive, reliable and robust. It has a measuring range of 30-140dB and is covered by five overlapping ranges selected by an up and down ranging step button with the selected range displayed on an LED.

Other features include both 'A' and 'LIN' frequency weighting networks with a maximum hold button to enable the max rms or peak value of a transient sound level to be captured and held.

Further details from Castle Associates, Salter Road, Cayton Low Road Industrial Estate, Scarborough, N Yorks, tel: 0723 583728.

New way to beat rust

BRUNOX Epoxy Rust Buster is a new way to destroy rust permanently. It also meets the toughest environmental standards making it right for the growing 'green consumer' market.

Rust Buster not only destroys rust, but primes, undercoats and protects - all in one. It reacts chemically with rust, penetrating deep into the metal producing a protective black coating.

This black coating also provides an effective barrier against future rust.

Rust Buster is water resistant and does not blister or swell and

is also solvent resistant to it will not bleed into top-coats.

Just spray on (two or three coats may be needed depending on how bad the rust is) and allow to dry. There is no mess, no waste and no fuss as it is ready to use straight from the can.

It is available in two sizes of spray can: 135g and 370g which retail for £3.50 and £5.20 (excluding VAT) respectively.

Full details from: Allparts International Limited, Beacon House, Long Acre, Nechells, Birmingham B7 5JJ, tel: 021-327 6683.

Set for a hard winter

COMMA has launched its winter campaign early with a range of products designed to keep vehicles on the road in the worst conditions.

Supercoldmaster Antifreeze, a pure ethylene glycol formulation, is available in one litre, two litre, five litre, 25 litre, 60 litre and 205 litre.

Coldmaster Antifreeze, a blend of ethylene glycol and methanol is inhibited to guard against corrosion during the winter.

All Seasons Screenwash has a new formulation for all year use.

Electrocure the electrical conductor paint kit is for repairing broken heating elements in rear window demisters and Lock Delcer, Super Delcer, Air Brake Antifreeze, High Power Delcer, SOS, Demoisturing Fluid, Seek 'N' Seal Window Sealant, and Radiator products complete the specialist winter range.



COACHES WELCOME



CORNWALL

LANCASHIRE

NEWQUAY MINERVA HOTEL

Family-run hotel only yards from beach and town. TV all rooms. Bar, tea making facs. Central heating. Some en suite.

Bookings and enquiries welcomed for 1990.

Tel. (0637) 873439

NEWQUAY SILVERDALE HOTEL 10 Mount Wise, TR7 2BD

Centrally situated with ample parking. All rooms tea making, most en suite, licensed bar, colour TV, lounge. Excellent food and accommodation.

Coach party vacancies for October, special reductions for OAPs. Also now accepting bookings for 1990.

Tel: (0637) 873358

OLIVERS RESTAURANT

- Located in the City Centre
- Licensed restaurant
- Daytime opening only
- Waitress service
- **Driver FREE**
- 100 covers

**1A Frances Passage,
Lancaster 0524 63433**

(30591/HO/51)

ISLE OF WIGHT

NOOK HOTEL SHANKLIN

Modern Family Hotel, licensed, "heated pool".

"Famous for our food"

Vacancies for parties, October. From £70 a week. SPRING 1990 from £75.

Tel. 0983 863156 for details

(29557/HO)

1990

MARCH MADNESS!

5 days full board
£48.75 standard room, full board including VAT.
(Minimum 40 people)

INTERESTED?

Tel. 0983 402266

for brochure and available dates.

**RAYLES HOTEL, SANDOWN
Isle of Wight**

(30816/HO/53)

BLACKPOOL ALLANDALE HOTEL

387 South Promenade

Seafront hotel, 30 bedrooms, 18 en suite rooms, all rooms TV, tea making, full ch, entertainment, parking for 2 coaches.

Vacancies for 15-17 Sept, 22-24 Sept, 29 Sept-1 Oct, Friday to Sunday. £45 basic or £50 en suite. Party nights plus free place for bus driver/organiser.

Few vacancies for illuminations weekends and October mid week Monday-Friday. Open all year.
Now taking 1990 bookings

Tel: 0253 46529

(30362/HO)

DEVON

NEWQUAY JEWEL OF CORNWALL

Family run Hotel with 100 en suite bedrooms, entertainment nightly, many leisure facilities.
1989 week available
September 2nd

TORQUAY THE ENGLISH RIVIERA

We have 20 years' experience looking after groups. Offering: 46 en suite bedrooms, in house entertainment, TV and direct dial telephone in all bedrooms, coach parking. 1989 weeks available 31 August, 24 September and 20 October onwards.

ILFRACOMBE NORTH DEVON

Help your clients enjoy a relaxing holiday at one of Ilfracombe's largest Hotels. 61 beds en suite, lift to all floors, entertainment most nights.

**Avoid disappointment, call us now to
book for Winter 1989, Spring and Summer 1990.
Special offer 3 and 4 day Winter Breaks**

(29606/HO)

Hotel Kontiki

Anchorage Hotel

West Bourne Hotel

Mountwise, Newquay,
Cornwall TR7 2BQ
Telephone: (0637) 871137

Cary Park, Babbacombe,
Torquay TQ1 3NQ
Telephone: (0803) 36175

Wilder Road, Ilfracombe,
North Devon EX34 8BQ
Telephone: (0271) 62120

COACHES WELCOME



WALES

SCOTLAND

Up-to-date
information
available in
"Coaches Welcome"
every week.

**53 Bedspaces
(47 en suite)**

Centre of Northern Wales. All attractions within 1 1/2 hrs drive. Ideal for touring. Colour TV, tea and coffee making facilities in all rooms, phones.

Also
Meal stops, coffees, teas and fully licensed bar.
Contact Patricia Bannerman

WHITE LION ROYAL HOTEL
AA RAC High St, Bala WTB
★ ★ Gwynedd 4 Crowns

TEL. (0678) 520314 today
Try us for Mystery Tours

(29925/HO)

HOTELS

JOURNEY BREAKS

The Alexandra


George Street
Stranraer
Wigtownshire

Tel. (0776) 2149

- Coffee Shop ●
- Confectionery Shop ●
- Licensed Restaurant ●
- Home Baking ●
- Bookings in advance required ●


Seating for 200 people

(30620/HO/52)



Coachmart Classified

The marketplace of the industry 0733 63100



Bookings call: Debbie, Paul, Sue, Vicki. Tel. 0733 63100. Deadlines: Bookings - Tuesday 1pm for Thursday. Alterations and Cancellations: Monday 11am for Thursday

AEC

ALLCO PASSENGER VEHICLES offer new and nearly new spares to fit most models. Tel. 01-866 8900 or 0895 674422. car phone (0836) 241379/529555. (22822/AE/13)

1979 AEC 760, Dominant II Express, semi auto, 53 seats with National moquette, ex-London country, clean, tidy and reliable vehicle, MoT until April 1990, realistic price due to low oil pressure, **£8,000** ono. Tel. (0536) 202660. (30657/AE)

J REG AEC 760 PLAXTON ELITE 53, tested Nov '89, £1,595 ono. Tel. (021) 355 6862 or (021) 382 3333 (30829/AEC)

1976 AEC 760 Supreme III, 57 seats, Telma, power door, side lockers, radio cassette, retrimmed '88, MoT Jan '90, good condition, **£6,500** ono. Tel. 0376 28572. (Essex). (30624/AEC/52)

BEDFORD

1976 'R' Reg.

BEDFORD 500

MoT January 1990, reliable coach, ready for work.

£3,750

0272 848556

(30757/BE/53)

BEDFORD 1974

53 SEAT DUPLÉ DOMINANT

MoT'd Sept 1990, 500 recon-engine fitted, approx £2,000 spent on maintenance over the last 14 months, repainted, replacement gearbox, batteries, springs etc, taxed until Feb 1990.

£4,000 ono

Tel: (0742) 345247

(30741/BE/53)

BEDFORD

1984 BEDFORD YNT LASER 2

51 seater coach, 1 owner, white/blue/black, power door, side lockers, radio/PA, MoT June 1990.

£25,500 ono + VAT

Les Bywater & Sons Ltd

Telephone: (0706) 48573

(30849/BE/53)

1980 FORD PLAXTON 45 seats, radio P/A, exterior white with red and yellow stripes, good condition, very reliable, MoT April '90. £7,500 + VAT. Tel. 0827 5444. (30805/BE/53)

BEDFORD DUPLÉ YMT

1976. 53 seats, service doors, 11 months MoT.
£3,500 + VAT

BEDFORD DUPLÉ YMT

1977. 45 seats, new MoT
£4,500 + VAT

Tel: 0383 414735

(30761/BE/53)

BEDFORD

1978 (S) BEDFORD YLQ FORD PARAMOUNT II, 45 seats, MoT February, 90 trims, power door, curtains, carpet to floor, tidy vehicle**£7,500 ono + VAT**

1984 (B) BEDFORD YNT, turbo, Wright body, 49 recliners, coffee machine, toilet, tinted glass, rear air suspension, exhaust brake, wired for TV/video, MoT applied for, very tidy machine.....**£20,000 ono + VAT**

1976 (R) FORD 26 seater minicoach, coach seats, power door, MoT January 1990, wheeltrims**£2,500 ono + VAT**

Owner retiring, all vehicles available at end of September.

Tel: 0684 298596 or 0452 411027 (Gloucs)

(30759/BE/53)

1978 S REG BEDFORD YMT DUPLÉ, 53 seats, new engine and gearbox, 9 months ago, MoT'd Nov 89, taxed Jan 90, blue and white exterior, autumn tint interior, very clean inside and out, must be seen.

£8,750 + VAT

TEL: STANS COACHES on 0621 891959

(30823/BE)

1979 BEDFORD MOSELEY, 53 seater, MoT April 1990. **£6,950 + VAT. Tel: (051) 424 5972.** (30787/BE)

FOR SALE

Bedford YMP, 10 metre, 1984, Plaxton bodywork, Telma Retarder, fitted to high specification.

A choice of three all in first class condition.

CONTACT:

Armchair Passenger Transport Co Ltd, Brent Way, BRENTFORD Middlesex TW8 8ES

Tel: 01-568 8227 (30783/BE)

1979 BEDFORD

YMT Plaxton, 53 seater, power door etc, MoT June '90, choice of two.

£6,500 ono + VAT

Tel. (0623) 756498 day (0602) 640300 evening

(30625/BE/52)

1980 YMT PLAXTON 53 seats, excellent condition. **£12,000 + VAT. Kings of the Road, Worthing. 0903 34010** (30804/BE/53)

1979

BEDFORD 500 Duple Dominant II

53 seater. New engine, gearbox and clutch being fitted now.

MoT January '90.

Owner driven.

£8,500 + VAT

(Plenty of spares included)

Tel: (0494) 786531

(30655/BE)

1981 BEDFORD YNT TURBO

53 seats, tinted windows, automatic chassis lubrication, curtains, power door, Bristol dome, side locker, 12 months MoT.

Tel. 04884 438 day, 048857 107 evenings

(30646/BE)

1983 YNT DUPLÉ 53 DOM II, double glazed, power door, radio, pa, vg condition, MoT 24/1/90. **£19,000 ono. Hornsby Travel, Scunthorpe. Tel. 0724 282255.** (30776/BE/52)

DUPLÉ YMT, 1976, MoT March '90, 53 seats, **£3,500. MOSELEY YMT**, 1977, MoT Dec '89, **£2,600** or the pair for **£5,500. Tel. 0222 884648.** (30722/BE/52)

X REG

BEDFORD YNT 500 TURBO

53 seats, Dominant IV, radio/PA, air door, tickets March and November, offered at

£15,000

Also contract vehicles with new tickets

Telephone: (0903) 691862

(30778/BE)

1984 A REG BEDFORD YNT PARAMOUNT, 53 seats, MoT March '90, side locker, soft trim to roof, power door, wheel trims, radio/pa system, very tidy. **£30,500 ono. Tel. 0948 840228.** (30835/BE)

TOURS (ISLE OF MAN)

END OF SEASON SALE

2 x 1979 (TWINS) BEDFORD YMTs

53-seaters, with Tacho, Bristol Dome, blue and white, absolutely clean, prepared for UK test.

MUST BE SEEN

£8,750 ono each

Both coaches in Morecambe now!

RING IAN BLEERS 0524 53592 days or 51191 evenings

(30780/BE)

1971 YRQ DUPLÉ VICEROY, 45 seats, new clutch, tested September 1990, good condition for year, **£1,400 + VAT. Purple Motors, Bethesda, Gwynedd, North Wales. Tel. 0248 600207** (30855/BE)

1980 29 SEATER SUPREME, fully refurbished exterior to choice, new test in Sept. "very fresh". **£10,000. Tel. 091 377 1802.** (30831/BE)

1966 BEDFORD VAM 300. Petrol, MoT till 21-9-89. Used daily until 27.7.89. Owned since 1967. All original. Ideal for enthusiast. **Tel. 0424 751212.** (30797/BE)

BRISTOL

1978 BRISTOL LHS

Plaxton 35 seater, power steering and power door, curtains etc, MoT June '90, vgc.

£8,750 ono + VAT

Tel. (0623) 756498 day (0602) 640300 evening

(30703/BR/52)

BRISTOL

1977 BRISTOL LHS

33 seat Plaxton, MoT Dec '89, taxed, bills for £3,000 spent on maintenance in past 3 months. Good interior

£4,750

TEL: 0753 630121

(30629/BR)

NOV 1979 BRISTOL LHS ECW, 7ft 6in, 27 seat plus luggage pen, MoT March 1990, **£7,250 plus VAT. Contact Loch Lomond Coaches Ltd. Tel. 041 956 3636/5678.** (30651/BR)

DAF

1981 DAF MB200 DKTL PLAXTON SUPREME

12 metre, 53 recliners, courier seat, Telma, 2-speed axle, MoT to Oct '89.

£22,500 + VAT ono

New vehicle arriving to replace above

Tel. 01-845 6979

(30541/DA)

DENNIS

1988 (April) DENNIS JAVELIN, 51 seats (11 metre), executive, air suspension, reclining seats, rear continental exit, demountable sunken toilet, **£55,000.**

1988 (April) DENNIS JAVELIN, 53 seats, (11 metre), air suspension, reclining seats, etc, **£52,500.**

Please contact P Collier Bebb Travel (0443) 204211

(30705/DE/52)

DOUBLE DECKERS

Due to fleet replacement the following vehicles are available:

TWO LEYLAND OLYMPIANS, 1986, East Lancs bodies, 78 seaters with coach seats & tables, 12 months MoT. **£55,000 + VAT (each)**

1976 SCANIA METROPOLITAN DOUBLE DECKERS, various vehicles available, all with MoT. **From £1,500**

The above vehicles can be inspected at our premises by prior arrangement. All prices subject to VAT.

Telephone: Mr M.A. Griffin on (0926) 452333

(30717/DD)

DOUBLE DECKERS

1974-1976 LEYLAND ATLANTEANS

Alexander bodies, all tested and ready to work. Choice of 6.

POA

Tel. 041 952 0064

(30568/DD/51)

FORD

FORD PLAXTON 35 seat Coach

new clutch, good condition, MoT Jan '90, T reg

£12,500 ono
**FORD DOMINANT
53 seat Coach**

New clutch, air door, 1976, good engines on both coaches

£3,750
Tel: 0983 297338

(30640/FO)

1973 FORD (2) R1014 service buses, tested April 1990 and September 1990, both excellent condition, any sensible offer. Tel. (0642) 606644 office hours 9am to 5pm.

(30839/FO)

1976 R REG FORD R114

Moseley body, good condition throughout. MoT 28/3/90. Ideal for contract work.

£2,750

Tel. 01-692 5320 or 01-467 4453

(30779/FO)

1980 FORD DOMINANT II

(V), 49 seats, Ford exchange engine fitted, MoT June 1990, good condition, **£9,000 + VAT.**

1980 FORD PLAXTON

Supreme Express, (V), 53 seats, MoT June 1990, good condition, **£9,000 + VAT**

Tel. (0272) 710251

P/X considered

(30656/FO)

'R' REG FORD PLAXTON. 49 seater, MoT May 1990, Telma, air door, new clutch. Good condition. **£4,200 + VAT** ono. Tel. (0228) 710810.

(30796/FO)

IVECO

1987 IVECO 315 TURBO

Rear engined, 7.5 metre, Algarve body, 28 semi recliners, tables, hot drinks, cellular telephone.

£38,750 + VAT

Cunningham Carriage Co
(0375) 676578 or
(0860) 715223

(30632/IV/53)

LEYLAND

City Line

Leyland National Mk 1's
11.3 metre · 2 door · 44 seats

FOR SALE

All the vehicles were recently in service and most have valid MoT. Also available are a selection of 1986 FORD TRANSIT Minibuses.

CONTACT S. G. BOND - FLEET ENGINEER
BRISTOL OMNIBUS CO LTD on BRISTOL (0272) 558211

(30827/LE/53)

FOR SALE

1983 'A' REGISTRATION LEYLAND TIGER
245 PLAXTON PARAMOUNT EXPRESS

- choice of four -

HYDRACYLIC GEARBOX ● 53 fixed seats
VERY GOOD CONDITION

3 with MoT to AUGUST 1990
1 with MoT to APRIL 1990

Offers around **£38,000 each**
Tyres at Contractor's residual value.

ALSO:

Plaxton-bodied Leylands and DAFs and 'A' reg
Tiger/Caribbean Executive.

Ask for the Engineering Director on
0332 43201 - Office hours

(30762/LE)

LEYLAND LEOPARD, 12m Plaxton, 1976, MoT Nov 1989, excellent, blue trim, **£8,000.** Tel. 0222 884648.

(30721/LE/52)

1976 LEYLAND NATIONAL MARK I

11.3 metres, 52 seater plus standees,
MoT Aug '90, very good condition.

£6,750 ono + VAT

Tel. 0602 640300
evenings

(30704/LE/52)

1981 LEYLAND LEOPARD DUPEL DOMINANT 53 seats, retrimmed this year in moquette, new semi gearbox, radio P/A, heated screen, exterior white, 12 months MoT. **£22,500 + VAT.** Tel. 0827 54444.

(30806/LE/53)

1973 LEYLAND LEOPARD, 49 seater, semi automatic, power door, 12 months MoT. **£4,250 + VAT.** Tel: (051) 424 5972.

(30786/LE)

LEYLAND LEOPARD 1982 X ECW COACH, 49 seats, tinted windows, Express doors, recently sprayed white, MoT 12.12.89. **£18,500 plus VAT.** Tel. 0260 273543/276067. Choice of two.

(30853/LE)

1981 PLAXTON LEOPARD 53, choice of 2, one with new Leyland engine. **£21,500 + VAT and £23,500 + VAT.** Tel. Wilts 0249 443904.

(30852/LE)

1986 LEYLAND CUB OPTARE

33 seater, Metro service bus, MoT to June 1990, converted from automatic to 4 speed manual gearbox.

£18,000 ono + VAT

Tel: 091 3890494/3885475 (Durham)

(30858/LE)

DUE TO REPLACEMENT PROGRAMME THE FOLLOWING ARE FOR SALE:

1982 12 METRE LEYLAND TIGER 245, Plaxton Supreme V bodywork, 50 reclining seats, fitted with Telma retarder, cherished number plates.

1982 12 METRE LEYLAND TIGER 245, Plaxton Supreme V bodywork, 55 standard seats, fitted with Telma retarder, cherished number plates.

BOTH IN FIRST CLASS CONDITION

Contact: Armchair Passenger Transport
Co Ltd, Brent Way, Brentford, Middlesex
TW8 8ES. Tel: 01-568 8227.

(30784/E)

1982 LEYLAND LEOPARD
Plaxton Supreme body, 53
seater, tested Dec 89, good
condition.

£22,000.

Part exchange taken
0974 298546 (day)
0974 298478 (evening)

(30709/LE/52)

1980 LEYLAND LEOPARD

Plaxton Supreme, (W), 51 seats, MoT June '90, excellent condition, **£11,500 + VAT**

1981 LEYLAND LEOPARD

Willowbrook coach body, (W), 49 seats, Express doors, MoT April '90, good condition, **£11,500 + VAT**

Tel. (0272) 710251

P/X considered

(30645/LE)

1984 LEYLAND TIGER 245/PLAXTON PARAMOUNT 3500

53 seater coach, 12 months MoT, sunken rear mounted toilet, TV, Tempo 100 and complete with pa system, a well maintained touring coach, sale due to vehicle replacement programme.

£45,000

Tel. 0272 559129 daytime,
0454 772877 evenings

(30794/LE/53)

MAN VW

'A' REG MAN 32 seater, TV, video, coffee machine, Reeve Burgess late model. For Sale or Exchange for larger coach. Tel. 01 883 3913 (Office), 01 804 8433 (evening).

(30860/MAN)

MERCEDES

MERCEDES 608D, 21 seater, coachcraft, owned by ourselves from new. Mileage 160,000, MoT till Nov 1989. £12,000 Sleafordian Coaches (Lincs) 0529-303333. (30698/ME)

1981 MERCEDES 508D, 19 SEATER, Reeve Burgess conversion, luggage racks, boot, radio cassette, recent retrim, good clean condition, any trial, test Jan 1990, taxed, £6,950. Tel. 051 648 2176. (30746/ME/52)

1986 (C) MERCEDES 608D PLAXTON mini Supreme coachbuilt, 25 seater, large boot, side lockers, soft trim, luggage racks, radio cassette £19,500 + VAT

1987 (D) MERCEDES 609D 24 seats, Whittaker conversion, soft trim, skirts, luggage racks, radio £17,500 + VAT

BROWNS COACHES

Pontefract 0977 644777 (office)
0977 647454 (home)

(30754/ME/52)

NEOPLAN

1986 (D) NEOPLAN SKYLINER, Gardner 320, 77 recliners, full spec, immaculate condition, 12 miles per gallon, sold with work if required. Tel. Griersons Coaches on 0740 20209. (30643/NE)

SCANIA

1983 SCANIA JONCKHEERE P50, 51 reclining seats, toilet, fridge, drinks dispenser, video, bunk, curtains, Telma, crew seat. £47,000 + VAT. Tel: (0787) 210260. (30788/SC)

VAN HOOL

1982 DAF VAN HOOL ALIZEE

11.6 ltr, mid engine, 49 recliners, toilet, boxed and wired for TV, tested 10 months, very smart, reliable executive coach.

£42,000 + VAT
Tel. (0388) 604419

(30758/VH)

VOLVO

VOLVO

1982 VOLVO B10M VAN HOOL ALIZEE 'H'

48 recliners, rear toilet, fridge, TV and video, curtains, excellent order throughout, MoT Feb '90, p/x considered.
£42,000

Norwich area. Tel. (0362) 88370 or (0362) 84377 (eve - after 6pm)

(30647/VO)

1981 VOLVO JONCKHEERE B58

Left hand drive, private plate, new MoT, taxed, very good condition, very good runner, courier seat, toilet, Webasto, radio cassette, pa system.

£26,000 + VAT ono

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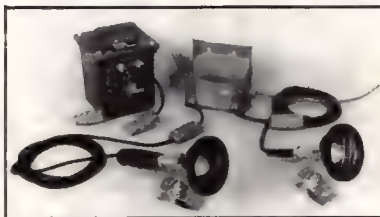
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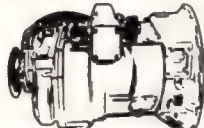
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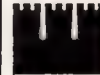
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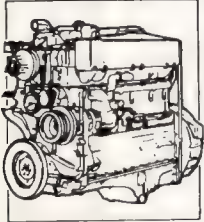
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May '90.

1976 BEDFORD YMT Plaxton Supreme Express,
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1976 BEDFORD YMT Plaxton Supreme Express,
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| 1x21 | 1985 | C | Dec '89 | Mercedes | Mercedes 608 | Radio/Cassette/P.A., Forced Air Ventilation, Large Boot. |
| 1x25 | 1982 | X | New | Ford | Moseley | Radio/Cassette/P.A., Boot, Electric jack- knife doors |
| 1x32E | 1984 | B | Feb '90 | Bedford | Contour | Radio/Cassette/P.A., Telephone, Toilet H&C Drinks, Full Servery, Fridge, Two TV's, Video, 6 tables. |
| 1x51R | 1988 | F | Nov '89 | Dennis Jav | Paramount | Radio/Cassette/P.A., C.B., Telephone, Sunken toilet, H&C Drinks, TV, Video, Rec- liners, Centre Carpet, Continental Door. |
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| 1x68 | 1983 | Pvt | April '90 | D.A.F. | Jonkheere | 55 top deck, 13 centre bottom, Toilet, H&C Drinks, C.B., 3 TV's, Video, Radio/Cassette/ P.A., Fridge, Courier seat, 2nd driver's seat, full crew quarters, with cassette and radio. Reclining seats, Telephone. |
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(27007/UN)

1980 BEDFORD YLQ
Dominant II, 45 seats, tested Dec '89, taxed, good condition, **£7,500 + VAT**

1979 FORD 360 TURBO
Dominant II, 53 seats, tested June '90, taxed, **£4,500 + VAT**

1975 BEDFORD PLAXTON
Elite, 53 seats, tested Oct '90, taxed, **£3,000 + VAT**

For more details contact

**Williams Coaches
43 Station Road, Scunthorpe**

Tel. (0724) 842028

(30634/UN/53)

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1974 BEDFORD YRT DOMINANT I, 53 seat Express, test July '88, recent reconditioned engine and gearbox, new clutch, straight panels. £4,200. Tel. 0743 83442 (Shropshire).

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ONLY £1.08 per word

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MAKE YOUR ADVERTISEMENT STAND OUT USING "IMPACT LINES".

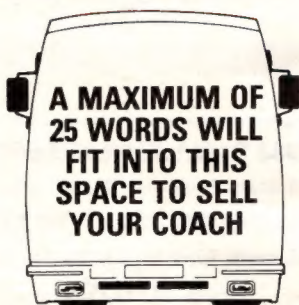
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ONLY £54

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A photograph and a comprehensive description of your vehicle gives you maximum impact

ONLY £82.80

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ADDRESS _____

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Send to: COACHMART CLASSIFIEDS
EMAP RESPONSE PUBLISHING LTD
WENTWORTH HOUSE
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TYPE OF ADVERTISEMENT REQUIRED : (please tick)

1 STANDARD POSITION (minimum 25 words)
No. of words x £1.08 Total £..... ☐

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I enclose cheque/postal order made payable to EMAP Response Publishing Ltd for £.....

Please debit my VISA ☐ ACCESS ACCOUNT ☐ (please tick)

CARD No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

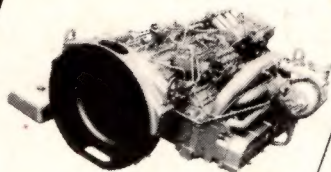
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Redbridge

REDBRIDGE TRUCK & BUS, REDBRIDGE HOUSE, HOLMFIELD LANE,
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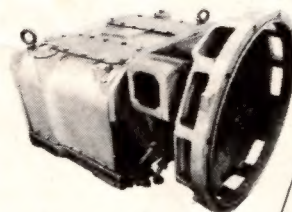


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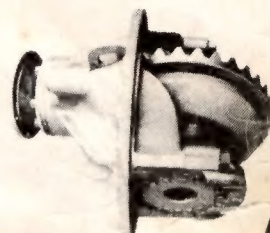
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| LAYCOCK | 16 TONNE | 6 POST | 23FT PLATFORM | £6,750+VAT |
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| LAYCOCK | 8 TONNE | 4 POST | 23FT PLATFORM | £3,500+VAT |
| LAYCOCK | 3.5 TONNE | 2 POST | COMMERCIAL WHEEL FREE LIFT | £3,000+VAT |
| BRADBURY | 14 TONNE | 6 POST | WHEEL FREE LIFT | £7,250+VAT |
| BRADBURY | 8 TONNE | 4 POST | WHEEL FREE LIFT | £4,250+VAT |
| BRADBURY | 5 TONNE | 4 POST | WHEEL FREE LIFT | £3,250+VAT |
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